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Coll.

FOURTH
ANNUAL REPORT

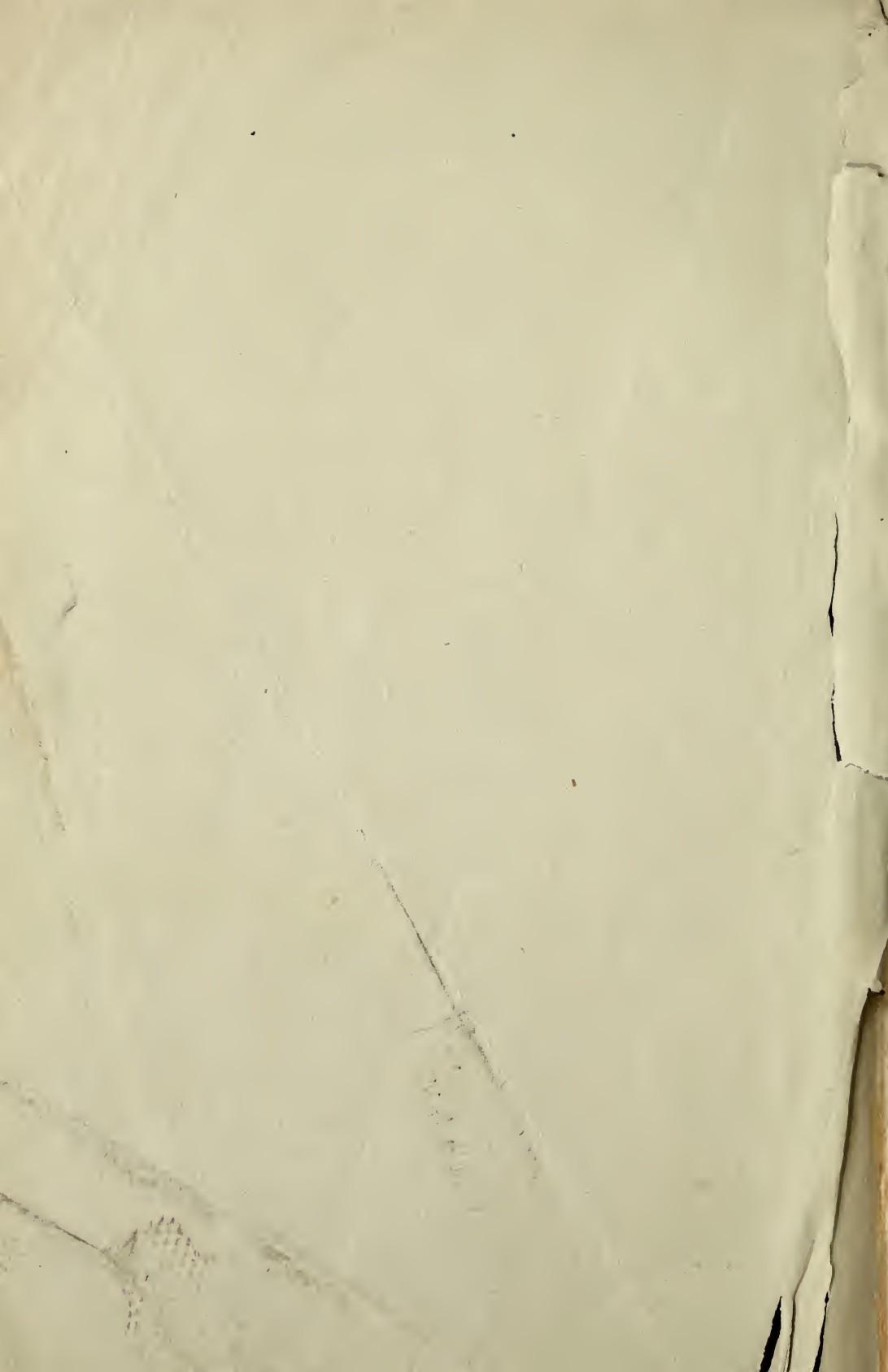
OF THE

Commissioners of Fairmount Park.

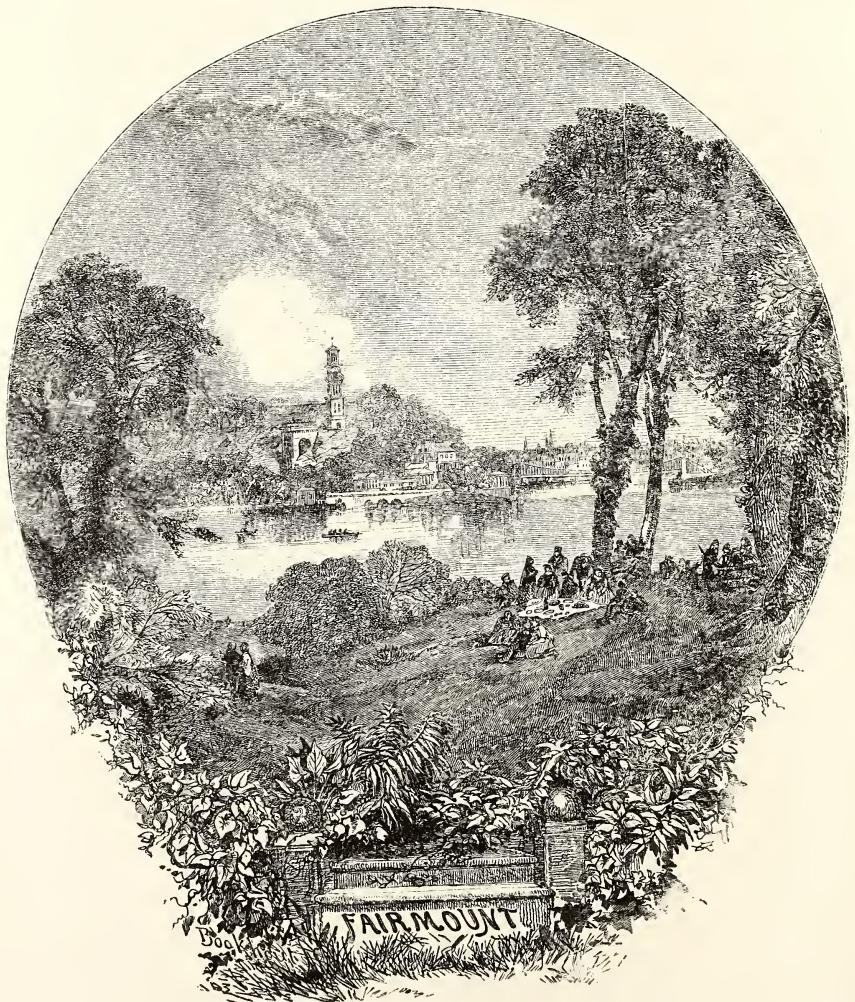
PHILADELPHIA:

KING & BAIRD, PRINTERS, 607 SANSOM STREET.

1872.







FOURTH
ANNUAL REPORT

OF THE

Commissioners of Fairmount Park.

*Compliments of Thornton H. Michael,
PRESIDENT FAIRMOUNT PARK COMMISSION.*

PHILADELPHIA:
KING & BAIRD, PRINTERS, 607 SANSOM STREET.
1872.

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Commissioners of Fairmount Park.

President,

MORTON McMICHAEL,

Ex-officio member of Standing Committees.

Vice President,

GEORGE G. MEADE.

Treasurer,

HENRY M. PHILLIPS.

THEODORE CUYLER,
FREDERIC GRAFF,
JOSEPH HARRISON, JR.,
WILLIAM E. LITTLETON,
JAMES McMANES,
ELI K. PRICE,

LOUIS WAGNER.

J. H. PUGH,
GUSTAVUS REMAK,
WILLIAM SELLERS,
WILLIAM S. STOKLEY,
SAMUEL L. SMEDLEY,
JOHN WELSH,

Secretary,

DAVID F. FOLEY.

Chief Engineer,

JOHN C. CRESSON.

Park Solicitor,

CHARLES HENRY JONES.

COMMITTEES.

Land Purchases and Damages.

ELI K. PRICE, *Chairman.*

HENRY M. PHILLIPS,
WILLIAM SELLERS,
JOSEPH HARRISON, Jr.,

WILLIAM E. LITTLETON,
JOHN WELSH.

Plans and Improvements.

THEODORE CUYLER, *Chairman.*

GEORGE G. MEADE,
JOSEPH HARRISON, Jr.,
FREDERIC GRAFF,
HENRY M. PHILLIPS,

WILLIAM SELLERS,
JOHN WELSH,
GUSTAVUS REMAK,
SAMUEL L. SMEDLEY.

Finance.

JOHN WELSH, *Chairman.*

HENRY M. PHILLIPS,
WILLIAM SELLERS,
JAMES McMANES,

JOSEPH HARRISON, Jr.,
WILLIAM E. LITTLETON,
LOUIS WAGNER.

Auditing.

FREDERIC GRAFF, *Chairman.*

GUSTAVUS REMAK,
J. H. PUGH,

LOUIS WAGNER,
SAMUEL L. SMEDLEY.

Superintendence and Police.

GUSTAVUS REMAK, *Chairman.*

GEORGE G. MEADE,
THEODORE CUYLER,
J. H. PUGH,

JAMES McMANES,
WILLIAM SELLERS,
LOUIS WAGNER.

Hunting Park.

GEORGE G. MEADE, *Chairman.*

THEODORE CUYLER,
GUSTAVUS REMAK,

JAMES McMANES,
WILLIAM E. LITTLETON.

Executive.

MORTON McMICHAEL, *Chairman.*

GEORGE G. MEADE,
HENRY M. PHILLIPS,
ELI K. PRICE,
THEODORE CUYLER,

JOHN WELSH,
FREDERIC GRAFF,
GUSTAVUS REMAK.



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FOURTH ANNUAL REPORT

OF THE

Commissioners of Fairmount Park.

*To the President and Members
of the Select and Common Councils:*

In submitting a statement of what they have done and attempted during the past year, the Commissioners of Fairmount Park take pleasure in expressing to your honorable bodies their sense of the uniform courtesy which has marked your action in regard to them. If all they have felt themselves called upon to ask of you has not been granted, they are quite sure it has not been from want of sympathy with the great work in which they are engaged, nor from the absence of suitable consideration for themselves. They appreciate fully the reasons which compel you to exercise a close vigilance in the appropriation of the public moneys, and they share cordially in the purpose you have avowed to limit expenditures to actual necessities. In the present condition of the city treasury, with a large and growing debt, economy is demanded in every department; and in that which has

been committed to their charge the Commissioners intend to confine their outlays to the smallest sum which a due regard to the gradual development of the Park will allow. Such they may venture to say has been their effort from the beginning, though, in the unavoidable experimental movements incident to the infancy of a vast undertaking, they may not always have succeeded. As to the amount expended in the acquisition of land, after that has been settled by regular processes of law, they have no control. In accordance with the unanimous recommendation of the Select and Common Councils, the Legislature appointed the boundaries of the Park, as they have been from the beginning and are now, and it is made the duty of the Commissioners to obtain, on the best terms, either by direct negotiation or through the intervention of juries, all the realty comprised within these boundaries. In performing this duty they have been guided by an anxious desire to do equal justice to individual owners and the city; and in the main they trust they have reached this end. They feel that through their committee, to whom this subject is especially confided, they have given to it as much patient investigation, as much careful scrutiny, as much of time and labor, as it has been possible to bestow; and that no means have been neglected which might lead to proper conclusions. In securing so many different parcels of land, it could scarcely be expected that instances would not occur where there was apparent hardship, and in some, from unavoidable causes, values may have been inadequately adjusted. But, taking into view the difficulties to be overcome, it may be assumed that no tract of equal size, regarded as a whole, has ever been acquired, under compulsory proceedings, at fairer

rates or with less cause for dissatisfaction. And if the aggregate cost of the purchases made, and the damages ascertained thus far have been large, it must be borne in mind that while the land itself lies in close proximity to the thickly-built portions of the city, and was therefore, for the most part, entitled to be estimated at metropolitan prices, there had been erected upon it, in numerous places, substantial improvements for which due compensation had to be allowed. Among these were manufacturing establishments of great extent and expensive auxiliaries. As a primary object of the Park was and is to preserve the purity of the Schuylkill water, with which these establishments constantly interfered, it was indispensable, apart from all considerations of tasteful adornment, that the Commissioners should possess them. In effecting this they have avoided all needless interruption of business, and have given to proprietors every practicable facility. Indeed, from the outset they have never lost sight of the fact that as Philadelphia is an immense manufacturing centre, and is dependent, in a large measure, for her present and future prosperity, on the support and development of her industrial interests and resources, everything that can should be done to cherish these, and nothing that is not inevitable should be permitted to disturb them.

As pertinent to this matter, it is proper to state that, but for an interference with the discharge of their duties by an act of the Legislature, passed, as the Commissioners believe, under a misconception of its object, the city would have been saved at least a million of dollars. By the acts of Assembly relating to the Park the juries charged with the assessment of damages are directed "to estimate the advantages to property adjoining, or in the

vicinity," in the same manner as is provided by law in the opening of roads in the city of Philadelphia. The application of this rule involved two distinct classes of cases; first, where part of a tract of land was taken for the Park and part left outside of its boundaries; and second, where no part of the land was taken, but where the whole lay so near the Park as to be directly enhanced in value by its vicinage. Now, as according to the highest legal authority, "the term vicinity" [as here used] "does not denote any particular definite distance," the Park juries, in conformity with the practice general throughout the country, in proceedings of eminent domain, entered upon inquiries and investigations, preliminary to assessing upon land benefited by that improvement a portion of the expenses incurred in making it. To facilitate them in this work, the Commissioners, by their officers, had compiled, principally from the records of the Registry Bureau, 214 duplicate plans, showing the locations and dimensions of improved lots, and, in addition, had prepared 36 original plans of farms or large unimproved lots, and had arranged, compared and verified 4986 written descriptions of properties, when they discovered that the law by virtue of which they had been acting was repealed. As no notice had been given of any purpose to attempt such repeal, as the act involving it attracted no attention and led to no discussion in either branch of the Assembly while it was upon its passage, and as there is nothing in its phraseology to indicate to a casual reader any special application to the Park, the Commissioners are forced to the presumption that it was passed without its actual drift being generally known. That all may judge for themselves, the text of the act is herewith submitted:

"An act relating to the assessment of damage for the appropriation of land for public use.

"Section 1. Be it enacted by the Senate and House of Representatives of the Commonwealth of Pennsylvania in General Assembly met, and it is hereby enacted by the authority of the same, That in all cases of the appropriation of land for public use, other than for roads, streets or highways, it shall not be lawful to assess, apportion or charge the whole or any portion of the damage done to or value of the land so appropriated, to, among or against the other property adjoining or in the vicinity of the land so appropriated, nor the owners thereof; and all acts or parts of acts inconsistent herewith are hereby repealed.

"Approved the fifteenth day of June, Anno Domini one thousand eight hundred and seventy-one."

The Commissioners do not intend to speculate on the reasons which led to this repeal, nor to argue the merits of the measures it defeated. They know that, according to the published statistics, the land damages for Central Park, New York, were \$6,253,028.70, of which sum \$1,830,770 were assessed upon owners adjoining and in the vicinity of that Park; and they have no doubt that but for the act just quoted, nearly the same proportional amount might with equal propriety, have been assessed here, and by so much the cost of our Park have been lessened to our city.

But however large the cost of the Park, its benefits will more than repay it. Its effect upon adjacent property, even at this early day in its history, has been most marked, as may be seen in the pressure of important improvements towards it, in the opening of streets intended to reach it, in the occupation by, or the prepara-

tion for, handsome residences of contiguous lots long lying in open common or used for the cultivation of vegetables, and in the greatly enhanced prices demanded and paid. Land a short distance east of the Park, which, prior to its location, was in the market at from \$3,000 to \$4,000 per acre, inclusive of ground covered by the lines of city streets, is now offered for sale, exclusive of the streets, at from \$30,000 to \$40,000 per acre. One small lot, purchased by the Commissioners, at the rate of \$2,000 per acre, has been sold by them, for the Sinking Fund of the Park, at the rate of \$50,000 per acre. These advances have taken place, while as yet the streets are neither curbed nor paved. Looking forward to the time when these and other municipal improvements shall have been made, and elegant structures erected, such as the neighborhood of the Park could alone induce, some idea may be formed of the advantages the city will derive from the increase in the basis of taxation, which before the period of the next regular assessment will be almost sufficient to cover the interest on the Park loans, and will constantly go on in an augmenting ratio. In addition to this direct return on the investment, which will soon be palpable to all, there are various collateral sources from which, through its agency, profit is secured to the city. Prior to the opening of the Park, the use of pleasure carriages relatively to the increase of the population had sensibly diminished. The horse railways, serviceable and convenient as they are, had made the streets so undesirable for light vehicles that these were to a considerable extent withdrawn from them, and as there were but few attractive drives of easy access in the suburbs, there was no sufficient counterpoise to this drawback. The change

that has taken place in this respect is obvious to all observers. The number of pleasure carriages has been multiplied; and, as a consequence, all the branches of mechanical industry connected with their manufacture and use have received a stimulus, the effects of which cannot be calculated. And this is but one example of many that might be cited to show what influence for good the Park has exercised upon our domestic production and labor; while in reference to our general trade it cannot be doubted that its results have been equally beneficent. As its reputation spreads, more and more visitors are attracted hither, and once here the infinite extent and variety of our commodities, the superiority of our skilled workmen, and the integrity of our business people cannot fail to secure a greatly enlarged traffic in general merchandise, and to lay the foundations of important future connections. In a metropolis comprising nearly a million souls, and noted the world over for its multiform industries, it may be thought that incidents such as are here adverted to are of too little importance to merit the attention given to them. But, considering that Philadelphia has of late years been roused into fresh activities; that she has extended her railway systems to the uttermost parts of the continent; that she is stretching out the arms of her commerce so that when the favorable moment comes she may embrace all lands; that her manifold productions are constantly being magnified; that her territorial area, already larger than that of any other American city, is year by year spreading with mile after mile in all cases of comfortable, and in many cases of splendid, edifices; that her moral, social and intellectual developments are keeping pace with her material growth,

and that she is thus rapidly regaining the primacy which she once held undisputed, the Commissioners feel that whatever concerns her unparalleled Park, now one of the most hopeful indications of her progress, and destined hereafter to be the crowning glory of her metropolitan greatness, must have interest for all her citizens.

The progress of the Park since the last report of the Commissioners is thus concisely stated in the opening passage of the appended annual report of the Chief Engineer, viz.:

“No previous year in the brief history of the Park has been marked by greater activity, in all departments, than is exhibited in the records of 1871. The multiplicity of objects that have engaged the attention of the Commission and its officers, is attested by the number of written reports, amounting to 142, that the Chief Engineer has had the honor to present, mostly in response to resolutions of instruction or inquiry, originating in the Commission.”

In this report the Chief Engineer gives the details of the different works of construction and maintenance with such careful minuteness, that it is only necessary here to refer to them in the most cursory way. They comprise the completion of the various improvements in progress at the close of the previous year, and numerous others commenced and carried on during the season just closed, as well as the initiation of many projects to be resumed and continued whenever opportunity permits. Among them may be mentioned: finishing drives, rides and walks already laid out, and opening many more; erecting new and demolishing or restoring old buildings; changing and diversifying contours with a view to furnish in-



EAST TERRACE, LEMON HILL.

creased accommodations or to heighten landscape effects ; farming and gardening ; drainage and sewage, and the kindred subjects that demanded the constant supervision and occupation which were faithfully bestowed on them, both in the offices and on the field. Extending over so vast a surface, and requiring care in all its parts, the Park involves in the department of maintenance alone an amount of labor which can only be realized by actual examination. Roads must be kept in thorough repair, and during the periods of most frequent resort, continually watered ; trees, shrubs, plants, flowers and herbage must be tended and watched ; order must be preserved and enforced ; and—in a word—everything must be done that is needful to protect the public property from injury or waste, and to promote the enjoyment and add to the security of visitors. To accomplish these ends a large force is indispensable and a large outlay unavoidable.

In the Old Park great improvements have been made during the past year, and still greater are proposed for the present. To those who can recall the condition of things which formerly existed on Coates and Landing streets, between the Water Works and Lemon Hill, the aspect of the same vicinity now is an absolute transformation. Whole blocks of buildings, including large hotels, have disappeared ; railway tracks have been taken up ; furnaces, foundries and iron mills have been removed ; huge ditches and broad canals have been obliterated ; the adjacent banks of the Schuylkill have been relieved from contaminations ; cluttered streets and dusty highways have been vacated ; and in place of these are seen rural sights, already beautiful, and soon to be rendered tenfold more so. In the West Park the extensions of the various modes of

access to Mount Prospect and Chamouni have disclosed new features of loveliness and grandeur. The view from the latter—embracing the marble-studded heights of Laurel Hill; Falls Village, with its rows of terraced dwellings and its rustic churches; the river softly winding along wooded shores and beneath graceful arches past the romantic Wissahickon; and in the remote distance the silver-tinted smoke wreaths from the factories of Manayunk, curling around the lofty tree tops or sweeping downwards to the shining water, thus blending emblems of human activity with the repose of nature—is not less suggestive to the mind than it is charming to the eye. It is in the East Park, however, that the greatest advance has taken place. As soon as possession was obtained of the land within its limits the Commissioners adopted with regard to it the same policy that had been pursued in the West Park with so much satisfaction. Instead of postponing all improvements until a general plan* could be prepared, to perfect which would require considerable study, directions were given for the immediate opening of provisional drives and rides and walks, upon lines that would admit the public to the knowledge and enjoyment of the many remarkable objects which are found on the eastern bank of the Schuylkill. In a few weeks from the beginning of the work numbers availed themselves of the opportunity thus afforded to explore a novel region, and their gratification and surprise were no less than when they first

* Such a plan for the East Park is being prepared by Messrs. Olmsted & Vaux, the distinguished landscape architects, under whose immediate care Central Park, New York, and Prospect Park, Brooklyn, and many other great public works have been laid out and constructed.

T. SMCNIGLE & SON PHIL.



MOUNT PLEASANT MANSION

beheld the superb scenery of the West Park. For those who desire to obtain some idea of the extraordinary attractiveness of the East Park, even in its present state of incompleteness, a careful perusal of that portion of the Chief Engineer's report which relates to it is earnestly recommended. From this it will be learned that it abounds in natural and artistic beauties of the choicest character. Wide-spreading plains; cultured lawns; rock-guarded bluffs; sequestered glens; meandering brooks; dense woods; plantations of rare and majestic trees; far-reaching outlooks; ancient mansions—some of them dating back a century and a half, and supplying, in excellent preservation, elaborate specimens of the architecture of the period to which they belong—the whole bordered by the Schuylkill in its most picturesque part; these form but a small portion of the enticing spectacles it offers. To enable all who choose to visit and enjoy these beauties, wharves and boat landings have been constructed at frequent intervals along the river, and on the grounds four and a half miles of drives, three miles of rides, and five and a half miles of walks have been opened and prepared for use.

At an early period of their organization the Commissioners addressed themselves to the solution of the very difficult problem of how to attain the best approaches to the Park, and they have not at any time, ceased to give that matter their earnest attention. If a former generation could have foreseen that the liberal views which farsighted men among them held on the subject of a park, which should embrace both banks of the Schuylkill, would finally ripen into a fruition beyond what the most sanguine could then have dreamed, the great railways

which now run in close proximity to that stream would have reached the city by other routes, or at least would have been carried on tracks more remote from the river. At that day this could readily have been done without conflicting with any interest, but now that the conditions have been long established and trade and travel settled in conformity to them, any violent change must be regarded as out of the question. Undoubtedly the time will come when that portion of the Reading Railroad which lies between the Falls of Schuylkill and the depot on Broad street will be modified to meet the altered circumstances, and the intelligent managers of that important corporation are, it is understood, with the sagacity they have always shown, preparing for this result. But even if this be so, a considerable period must elapse before anything definite can be accomplished; and in the meanwhile there is an absolute need for some mode of access to the old Park, and through it to the grounds beyond, which will be free from the perils of crossing at grade a railway constantly crowded with trains drawn by steam power. Various plans have been proposed to remedy this evil, and among them one which to a certain extent has received your approval. But this is not sufficient. On this subject of approaches the control of the Commissioners is merely advisory. By the act of Assembly to which they owe their existence, and its supplements, their jurisdiction outside of the Park limits does not extend beyond the curb line nearest the Park of the avenues which form its boundaries. They have no power to open streets, or to change their lines or divert their courses after they have been opened; they cannot remove obstacles of any kind, no matter how detrimental; whatever

they do in either of these directions must be done through your instrumentality. They cheerfully acknowledge the readiness with which you adopted their recommendation, and they trust you will follow up the scheme you have so wisely begun until it is completed. The proposition, which has met your sanction, to make a suitable approach to the East Park, by widening Callowhill and Twenty-fifth streets, and vacating a portion of the latter, cannot fail to commend itself to general favor, and the sooner it is realized the better it will be for the community. The Commissioners, therefore, respectfully but strenuously urge that steps shall be immediately taken to promote this most desirable end. And they do this, not alone in the interest of the thousands whose vehicles are entangled at the railroad crossing, but much more in the interest of the hundreds of thousands whose principal enjoyment of the Park has been and will be in that portion of it which is most exposed to these dangerous annoyances. Recognizing, as they have always done, in its broadest acceptation, the injunction that the Park should be a place of "health and enjoyment to the people of the city," they have been constant in their endeavors to make those parts of it which are most available for pedestrians and passengers by the horse railways especially attractive. With this view they removed all the buildings, sightly and unsightly, from what was formerly known as the Flat Iron, changed its contour, intersected it with walks, and, by covering it with acres of silt, are gradually preparing it for growths of shrubs and flowers and trees, which will convert it into a series of shaded groves and blooming gardens. But until the difficulties which now stand in the way of reaching this are either removed or obviated, their plans must fail

of that full accomplishment which they hope for. On the west side of the Schuylkill the embarrassments in regard to approach, though less formidable, are still considerable. The alterations proposed by the Survey Department in regard to Thirty-fourth and conterminous streets would greatly lessen the troubles that are now encountered, and it is, therefore, to be hoped that these may be carried out at the earliest practicable moment.

This whole question of approaches to the Park is one of the gravest moment. The two cases referred to are of more instant urgency than others, but they constitute but a small part of the whole which will finally have to be disposed of. Stretching as the Park does for miles through what in a few years, will be the centre of the city, and with an immense population crowding upon it from all sides, a general system should now be devised by which, as the expected results from time to time take place, they may be made to harmonize with what already exists, and assist that which is to come. To effect this object, a general revision of the city plan in those sections which border the Park will be required, and the Commissioners are glad to know that the proper authorities are already charged with this duty.

One of the most interesting events connected with the Park during the past year was the dedication of the "Lincoln Monument." As this was the first example of the kind, and will mark an era in the progress of the Park, it may be well to enter more into detail in regard to it than would be needful under other circumstances. Soon after the assassination of President Lincoln, and while the public indignation at that most atrocious act

was still intense, a number of gentlemen in this city met and resolved to erect a statue to the memory of the murdered patriot. Accordingly the proper arrangements were made, and in due time, the requisite funds being secured, a design prepared by Randolph Rogers, an eminent American sculptor resident in Rome, was approved, and an order given to him for its execution. After such delays as seem inevitable to such work, the model was completed and sent to Munich, where it was cast with the utmost care in the principal foundry of that art-renowned capital. The question of location now became one of no little interest, and various sites on public thoroughfares were suggested, some of which were very favorably regarded. Indeed, the intersection of Girard avenue and Broad street was at one time chosen, and the municipal legislation required for the purpose was obtained. Subsequently, however, this decision was reconsidered, and as a result of frequent interviews between a committee of the Monument Association and a committee of the Park Commissioners, an eligible position in the Park was selected. Of the wisdom of this choice there can be no doubt. On a broad plateau, ultimately to become the chief resort of pedestrians; not far distant from what is now and must always continue to be a main entrance to the Park; convenient to its principal drive; in full view from both sides of the Schuylkill as well as from the great railroads in the vicinity, it is not easy to conceive a situation more conspicuous in itself or more appropriate and picturesque in its surroundings. The site settled, the monument was formally presented to the city of Philadelphia, through the following letter of Provost Stillé, President of the Monument Association:

No. 1505 WALNUT STREET, *September 8, 1871.*

HON. MORTON McMICHAEL,

President of the Board of Commissioners of Fairmount Park :

DEAR SIR:—The monument erected by the Lincoln Monument Association to the memory of the late President Lincoln, upon the site provided for it by the Commissioners, in Fairmount Park, is now nearly completed, and it is proposed that it should be publicly inaugurated or unveiled within a short period.

In view of this early completion of the monument, and of its location within the Park limits, the Association has instructed me formally to transfer the monument to the charge of the Commissioners of Fairmount Park, as trustees of the public, as being only from them that it may receive that care which is essential to its preservation as a work of art, and as an expression of the patriotic feeling of the community.

I have also the honor, on behalf of the Association, to invite the Commissioners of the Park to be present at the ceremony of the public inauguration of the monument, which is appointed to take place on Friday, September 22d, at three P. M.

Very respectfully,

Your obedient servant,

C. J. STILLÉ,

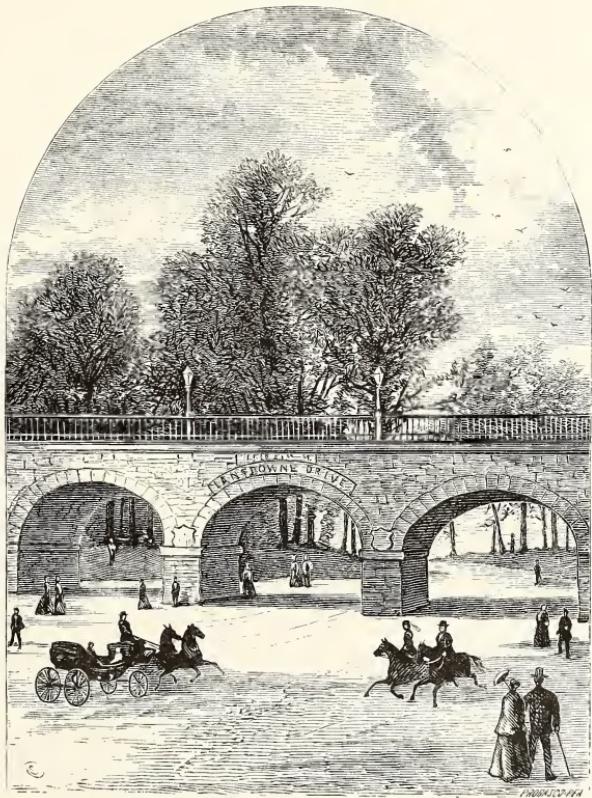
President.

The day adopted for the formal unveiling of the statue was the anniversary of Mr. Lincoln's first proclamation of emancipation. To give eclat to the occasion various functionaries connected with the national and State Governments, the corporate authorities of the city, literary and scientific bodies, and a number of citizens distinguished by services and merit were invited to attend. The entire volunteer force of the first military division paraded, and numerous commanderies of the Knights Templars, in their gorgeous costumes, also assisted.

In the supplement to this report will be found accounts of the ceremonies, taken from the public journals, to which attention is directed. These supply so amply all the particulars, that nothing more need be added here than to say that the opportunity thus given furnished abundant proof of the extraordinary capacity and adaptability of the Park for grand and imposing displays. No one who had the good fortune to be present on that bright autumnal afternoon can willingly forget what was then witnessed. The sloping acclivities, rich with verdure, which stretch and rise toward the southeastern boundary of the Park, their sides occupied by gaily attired women and children, and their summits crowned with fully equipped batteries of artillery ; the spacious plain between the river and the foot of the incline covered with a dense mass of intelligent and happy looking people of all ages and both sexes, among whom regiment after regiment passed with measured tread to blare of trumpet and beat of drum, sabres of cavalry and bayonets of infantry alike flashing in the genial sunlight ; the natural terraces, leading by sinuous paths to the crest of Lemon Hill, from whose glades of evergreen gay groups gazed on the spirited

spectacle below; the Schuylkill dotted with glittering barges and spanned by shapely bridges; the busy city close at hand, its long lines of massive structures relieved by turret and spire and dome; all these combined to constitute a picture which it would be difficult to match, and of its kind, impossible to surpass.

The experience of former years having satisfied the Commissioners that a spacious building for the reception and entertainment of visitors was not only desirable but indispensable, directions were given to the Chief Engineer to submit plans and estimates; and these being approved, the Pavilion, at Belmont, was commenced and carried forward to completion. This building, 45 feet in width by 80 in length, is extremely well adapted to the uses for which it is intended. Ample in extent, convenient in arrangement, attractive in appearance, it supplies a want that was greatly felt, and adds a feature that improves the landscape. It was formally opened on the evening of the day set apart for the dedication of the Lincoln Monument, when over two hundred of the most honored of the citizens of Philadelphia, who had united in a private subscription for the purpose, and several of the distinguished strangers who had participated in the preceding ceremonial, sat down to a sumptuous repast prepared by Mr. Proskauer. The Mayor of the city presided on the occasion, which, while its festive requirements were liberally fulfilled, was mainly devoted to a friendly interchange of sentiment on topics affecting the interests of the city. The value of meetings like this can be best appreciated by those who have joined in them and realized how well they serve to strengthen and consolidate propositions for

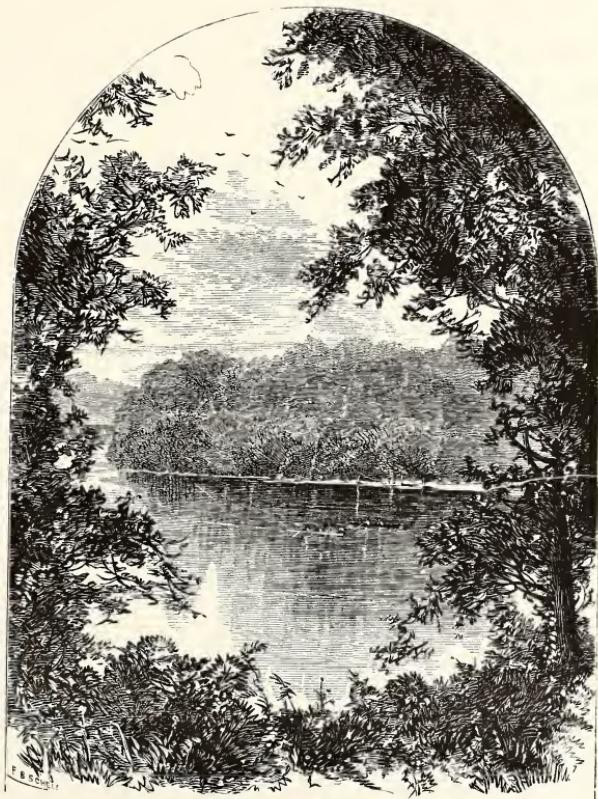


ENTRANCE AT EGGLSFIELD.

municipal advancement and general improvement. Except under some strong motive people will not gather in the close and stifling rooms of ordinary hotels, and hence meetings of this sort have not been so frequent as they should have been. But with the accommodations now presented in the Park, superadded to the inducements of a drive through its beautiful grounds, and the enjoyment of its healthful and invigorating atmosphere, it is to be presumed they will be as frequent as they are sure to prove beneficial. It is not in this respect alone that the Pavilion is to be made useful. For public receptions it offers rare facilities, as was demonstrated on a recent occasion when the Grand Duke Alexis, of Russia, was entertained there. Months before, when the Master Mechanics' Railway Association—a body composed of the most intelligent and highly skilled artisans from all sections of the country—partook of a banquet on the same spot, it was found necessary to provide a great tent for the purpose of temporary shelter, and it was partly owing to this fact that the Pavilion was erected. From this time forward it will be in constant demand. The Commissioners of the Centennial Exposition who have been summoned to meet in Philadelphia on the 4th of March proximo, will, of course, sit there during a portion of their sessions, and to the frequent delegations which may be expected to visit us in connection with this subject during the intervening years, it will prove acceptable both for discussion and recreation.

Many years ago, at the intersection of Old York road and Nicetown lane, there was a tract of land, previously occupied as a trotting course, and known by the name of

Hunting Park. As this lay on one of the principal thoroughfares leading northward, and was in close contiguity to Broad street, as marked on the city plan, it attracted the attention of persons interested in the growth of that section as an eligible site for a public pleasure ground. The tract itself contained about forty acres; and as a wealthy land-owner in the vicinity encouraged an opinion that upon his demise he would add to it an hundred or more acres, if the whole could be dedicated to the use referred to, it was purchased by private funds, contributed by gentlemen who afterward presented it to the city, on condition that it should be kept forever open and in proper repair. Accordingly it was taken possession of by the municipal authorities, laid out and planted, and otherwise prepared for its proposed destination. But circumstances occurred to change the purpose—if he had ever entertained such—of the anticipated donor of the adjoining ground, and the donation was never made; and, moreover, financial troubles and the war of the rebellion rendered it inexpedient to expend upon what was already held any considerable amount; and so, except in the way of protection from intrusion or damage, but little care was bestowed on it. Recently, however, in consequence of the rapidly advancing population and improvement in that direction, attention has been freshly drawn to it, and by an act of Assembly approved May 15th, 1871, it is provided “that the management of Hunting Park is hereby transferred and committed to the Commissioners of Fairmount Park, who shall be authorized and required to take charge of the same, and lay out, enclose, plant and adorn the same; and who shall possess and exercise the like powers and authorities, in



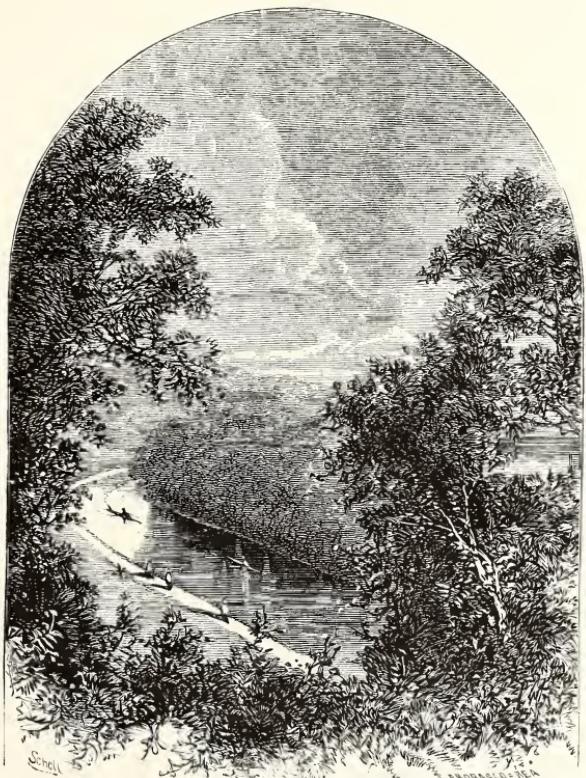
SCHUYLKILL BLUFFS, BELOW EDGELY.

every particular, over the said Hunting Park, as now, by existing laws, or hereafter, by such as may be passed, they now have, or may hereafter come to have, over Fairmount Park." By the second section of the same act it is further provided that "it shall and may be lawful for said Commissioners to survey, locate, lay out and establish an avenue which shall not be less than one hundred feet in width, which shall extend from Hunting Park to Fairmount Park, connecting the two Parks together at such points as the Commissioners aforesaid may think best, and all and singular the provisions of existing laws relating to Fairmount Park concerning the mode of acquiring possession of land and of the title to land, are hereby extended to the land and property necessary, in the judgment of said Commissioners, to be required in order to the laying out and establishment of said avenue," &c., &c. And by the third section of the same act, it is still further provided that "it shall be the duty of the Councils of the City of Philadelphia from time to time, on the request of said Commissioners, to provide such moneys as the said Commissioners may require for the proper execution of the duties imposed on them by this act." Under these several provisions the Commissioners have assumed the management of Hunting Park; have raised a standing committee of their body to exercise especial supervision over it, and have employed the necessary laboring force to put and keep it in order. They have also directed their engineers to "survey" the avenue designated, with a view to such future action as events may show to be expedient, and have asked and obtained from your honorable bodies a small, but, for the present, sufficient appropriation to secure

these objects. As Hunting Park is already stocked with trees of ample size, many of them of rare varieties, the Commissioners believe that at a comparatively trifling cost it may be speedily converted into an agreeable place of resort and recreation for the constantly accumulating numbers who reside near it, and that in the not very far distant future, when it shall be completely environed by blocks of dwellings, besides its general attractiveness, it will perform a most valuable sanitary function.

The two fine colossal groups, representing Pegasus under different forms—referred to in a former report as having been secured for the Park through the personal efforts of Mr. Robert H. Gratz, and paid for by himself and other liberal-spirited citizens*—reached their destination in safety, and have been temporarily placed in the grounds adjoining the Park offices at Belmont. At some future period, when they can be disposed at a proper elevation and with suitable accessories, these will constitute very striking and impressive examples of ornamentation; and, even in their present position, they invite and repay the attention of lovers of art. And here is a good opportunity to state that, while regretting that the condition of the public treasury has not been

* The names of the parties who, along with Mr. Gratz, contributed the funds necessary for the purchase are : Anspach & Stanton, M. W. Baldwin's Estate, M. Baird & Co., A. E. Borie, George Bullock, George W. Childs, E. W. Clark & Co., Jay Cooke & Co., H. Disston & Sons, Thomas Dolan, A. J. Drexel, J. G. Fell, H. C. Gibson, A. D. Jessup, Merrick & Sons, Fairman Rogers, J. F. Smith, Thomas Sparks, J. W. Starr & Co., W. Weightman, Charles Wheeler, R. D. Wood & Co.



VIEW ABOVE SWEETBRIAR.

such as to warrant them in commencing the erection of the grand Art Gallery, which your honorable bodies so wisely suggested and sanctioned, the Commissioners have made arrangements for the reception and preservation of whatever meritorious works in painting or sculpture may be presented, with a view to the ultimate formation of valuable collections. For this purpose they have set apart portions of the mansion at Lemon Hill and that at Mount Pleasant, where they may be seen to the best advantage, and at the same time protected from all liability to injury.

The Commissioners have already declared their intention to confine their expenditures within the narrowest limits a gradual development of the Park will admit. It would, however, in their judgment, be false economy to arrest improvements now in progress which are essential to bring the various parts of the Park into close relation. Of this kind they may mention, by way of illustration, the road projected and partly completed along the river front of Laurel Hill, intended to pass through Falls Village, and thus open a route that will make a circuit of the East and West Park, free from the inconvenience and discomfort of traversing any part of the public highways, obstructed by heavy traffic and street passenger cars. Other similar cases might be mentioned, but this will suffice to demonstrate that an indiscriminate suspension of the efforts to open the Park to the whole people would be short-sighted policy; and, if done under the idea that it would save money to the treasury, would defeat the end it proposed to accomplish.

The Commissioners renew their warning as to the insecurity of Girard Avenue Bridge.

Respectfully submitted,

By order of the Commissioners,

MORTON McMICHAEL,

President.

January 31, 1872.

A P P E N D I X N o . 1.

Hon. MORTON McMICHAEL,

President Fairmount Park Commission:

SIR:—No previous year in the brief history of the Park has been marked by greater activity, in all departments, than is exhibited in the records of 1871.

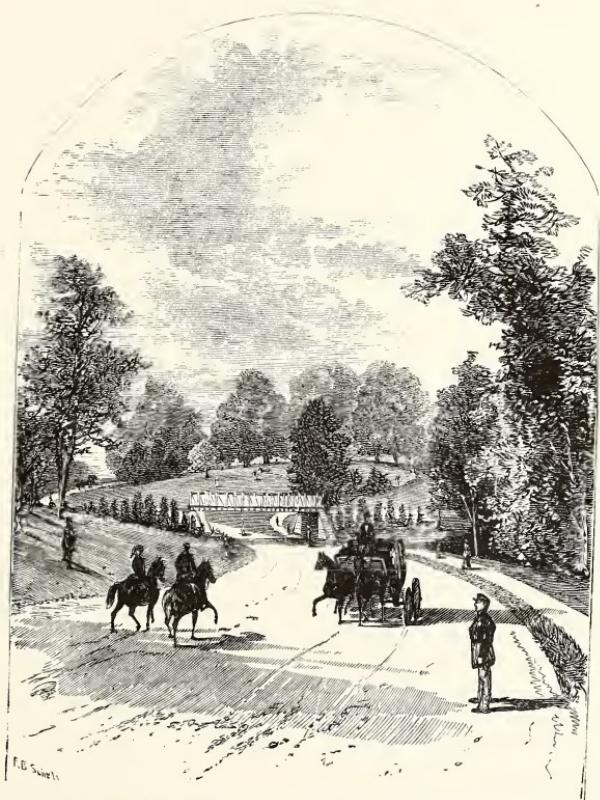
The multiplicity of objects that have engaged the attention of the Commission and its officers, is attested by the number of written reports, amounting to 142, that the Chief Engineer has had the honor to present, mostly in response to resolutions of instruction or inquiry, originating in the Commission.

The works of construction carried on during the year embrace the completion of the various improvements that were in progress at the close of the previous year, and several others designed and commenced during this season. In the Old Park, the surfacing of the drive from Green street entrance to Girard avenue, was completed early in the spring, and has proved satisfactory under the continuous travel to which it has been subjected, when kept properly moistened by rain or the sprinkling carts. A short branch 30 feet in width has been opened from this drive to the Coates street gate. The drive from the forebay to Willow circle has been graded, covered with gravel and provided with drainage at subgrades according to the first design, and where it unites with the main drive near the Willow circle the whole open space has been graded so that the surface water can escape, and is now covered with gravel

throughly compacted. The intersection of the main drive with the Lemon Hill drive was covered with cinder and gravel, and the adjoining hill drive regraded and gravelled. The drive in front of the boat houses was put in good condition, and silt basins built with drains crossing the drive and leading into the river. Near the skating club house, 100 feet of experimental surfacing was laid, consisting of 8 inches depth of cinder covered with 2 inches of clay. The steepest portion of the upper walk leading from Coates street to the hill top, and thence to the Mineral spring, was surfaced with a Von Tagen concrete, composed of coal tar asphalt, and iron cinder. The other walks through these grounds were underdrained and dressed to subgrade with red gravel.

Extensions of these walks have been opened leading to the northern extremity of the Old Park at Girard avenue; one of them passing along the eastern margin upon the line of the old narrow drive, with a branch to the Brown street gate, where the stone steps have been removed, and the approach made by a winding path. Another walk 12 feet wide, runs nearly parallel to the principal drive connecting the Lemon Hill terraces with Sedgeley walk.

Immediately after the removal of the Park offices from the Rialto House, that building was taken down, and the ground it had occupied was graded to correspond with its surroundings and seeded with grass. From the slopes of the mound east of the Rialto House, which had been graded and laid down with grass the preceding autumn, a rocky ledge near the base was removed, and the lawns cleared off and rolled. The extensive flat of low ground in front of this building was filled up with an average depth of 3 feet of soil brought in from city streets, at no



VIEW OF SWEETBRIAR FROM EGGLSFIELD.

other cost than that of levelling. It is to be farther raised and fertilized with river silt, which will bring its surface above the highest recorded flood level. The lawn surrounding the flower-beds at the foot of Lemon Hill, has been regraded and filled up with river silt, and similar work was done upon the borders near the Parrish street gate, at the Sedgeley Bell tree, the Sedgeley spring, and in the various recesses along the shore drive from Turtle Rock to Girard avenue. A rustic guard fence was placed along the edge of the Sedgeley rock, to protect visitors from a dangerous approach to its precipitous margin.

As soon as the erection of the Lincoln monument was completed by the contractor upon the spot selected by the committee of donors, the grounds immediately around it were graded and put in order for the ceremony of unveiling, which took place on the 22d of September.

The drainage system of the Old Park has been extended during the year, to embrace the drive from the forebay to Willow circle, the drive in front of the boat houses, the new footwalks, and the slopes of Lemon Hill. Old basins and pipes found to be inadequate, were replaced by others more capacious; and at certain points where experience showed their need, new inlets were introduced. No changes in the mode of constructing basins or drains were found necessary, except that in some cases larger grate openings were adopted, and side inlets were found to be superior to the horizontal gratings in small basins on footwalks.

During the months of June and July sudden rain-falls of unusual quantity occurred and put the drains to a severe test. None were over-taxed, except the temporary wooden trunk in the vicinity of the Coates street entrance.

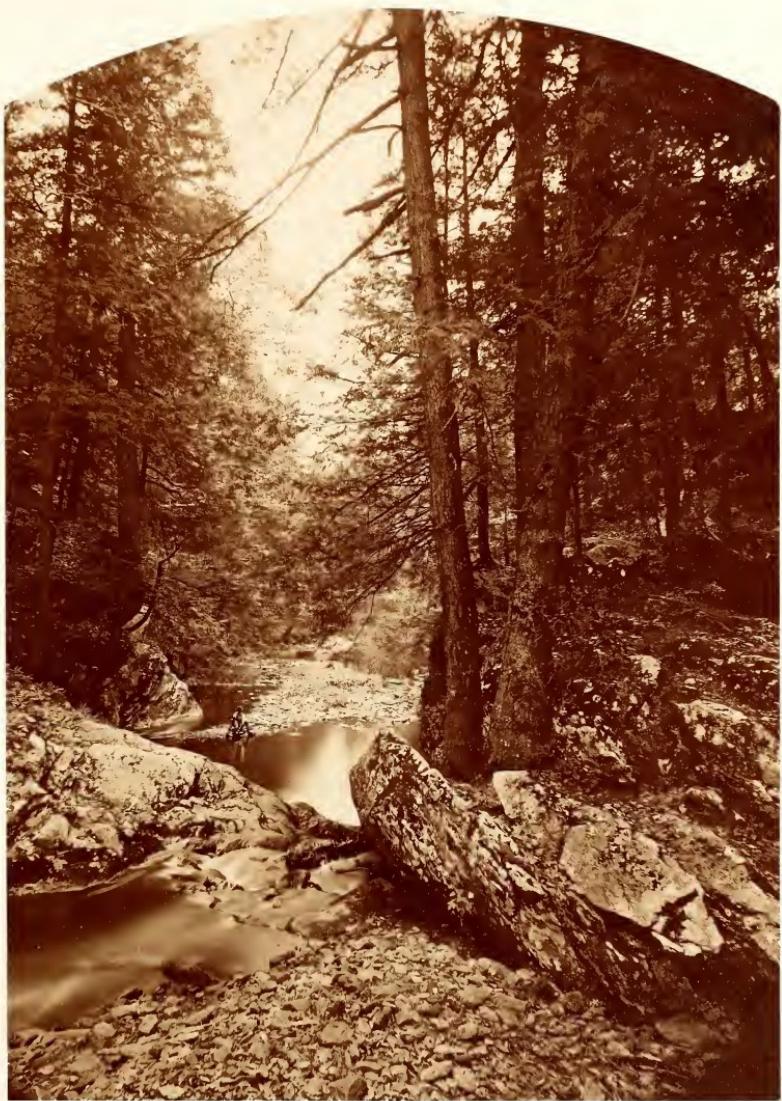
The immense volume of water from the water shed east of the Reading Railroad, on territory outside the Park limits, proved too much for the trunk, and bursting through at the sides and bottom forced a passage beneath it, washed away the deep basin at the head of the brick sewer leading to the river, and choked the latter with silt and debris for a distance of several hundred feet. The basin was rebuilt in a more massive manner giving it ample strength to resist a much greater strain.

The city authorities have since provided a large inlet at Pennsylvania avenue and Perot street, by which the Park drainage system is much relieved. Several openings were made to facilitate the cleaning of the choked sewer, which were afterwards built up as manholes. In addition to this work the River road from Turtle Rock to Girard Avenue Bridge, has been provided with ample drainage, and the Cedar Spring Valley drains have been extended by means of a two feet sewer of brick, laid on a wooden cradle through the soft bed of river silt.

At Sedgely spring a three feet brick sewer receives and discharges into the river the drainage from the adjacent portion of the Sedgely drive.

Above the tunnel the permanent drains and basins have been put down at much additional expense, arising from their being in rock excavation.

The new iron fountain at the Mineral spring was placed in position toward the close of the year, giving more convenient access to the healing waters, than did the temporary arrangement of pipe and faucet, or the former untidy dipping in the basin. The supply at the new site is uninterrupted, and the medicinal properties of the water are believed to be unimpaired by the removal. An iron



fountain with three press down faucets was put up near the fish pond. It is supplied with water from the old Lemon Hill Spring through a block tin pipe that is free from the unwholesome action to which lead pipe is subject, thus securing a constant flow of cool and palatable water.

Two other iron drinking fountains have been put up, one at Sedgely and the other at the Elm Tree, near the site of the Humboldt monument.

In the Lemon Hill mansion the elliptical front room has been suitably furnished for the use of the Commission and its committees. The Sedgely office building has been fitted up as a guard station, to be occupied by the sergeant and officers on duty in the old and East Parks.

Along the river shore of this Park the dredger has been kept at work for several months, and has taken out and loaded upon scows some 30,000 cubic yards of silt, which was deposited by wheelbarrows at distances varying from 150 to 600 feet from the shore. The extraction of the heavy oak piling that so much obstructs the river flow in front of the boat club houses, was continued and 230 sticks of timber have been drawn out by the dredger, some of which had penetrated to the depth of 30 feet into the mud of the river bed. As the cost of dumping and grading the silt on shore forms much the largest part of the expense of this important work, arrangements were made for a new dredger ordered late in the season, to be constructed with a stronger frame and greater lift, so as to adapt it to loading silt into cars running upon rail tracks that rest upon scows and convey their loads to the dumping ground upon portable tracks, without the cost of wheeling by hand. Three new scows of extra strength

and size have been prepared for carrying the railway cars, and the landing slip is in the course of construction. With these facilities the cost of handling silt will probably be much diminished.

The drive on the margin of the river from Turtle Rock to Girard Avenue Bridge was straightened, widened, and raised to a grade of 7 feet above the ordinary surface of the river. After the requisite consolidation and culvert drainage, it was surfaced with gravel and opened as a temporary approach to the tunnel through Promontory Rock. A rough wall of stone built along the river edge to keep the fresh filling in place, is to be covered with a broad embankment of river silt, which will be raised above flood level and sown with grass seed and planted with trees and shrubbery.

The creek that flows into the Schuylkill beneath Girard Avenue Bridge is carried under the drive in a brick culvert, 8 feet in diameter and 74 feet long; the outlet toward the river is finished with curved cut stone wing walls. An open inlet to the Schuylkill Water Works, that intersects the drive embankment, is crossed upon a temporary wooden bridge, which will be replaced by a solid road when the improvements at the Water Works are completed. The heading of the tunnel, which was progressing at the date of the last Annual Report, was driven from both ends until the 9th of March, when the cuttings met and made an opening through the work. After this the quarrying of the bottom benches was carried on chiefly from one end, in conformity with the natural structure of the rock. By the 3d of July the floor was graded to a level that permitted the passage of carriages, by which it has been used since that time, with



occasional interruptions to allow the finishing work for the side drainage to proceed. The contractor has succeeded in maintaining the proper lines of the arched roof and side walls with remarkable accuracy, and the apparent soundness and toughness of the rock gives promise that it will probably continue perfect without any lining of masonry. A few transverse seams near the crown of the arch, are revealed by a percolation of small quantities of water after rain storms, the disagreeable dripping of which may probably be stopped by grouting the top surface of the rock with cement and puddle clay. This has been done upon a part of the surface, but the work has not yet reached all the top openings of the seams. To produce a regular face over each portal of the tunnel lines were marked upon the rock, concentric with the curves of the arch, and three feet above them, and drill-holes were inserted along them at intervals of about eighteen inches inclined about 45° to the axis of the tunnel; these were charged with explosive cartridges and fired simultaneously by an electric spark. Quite regular and satisfactory outlines were produced by the resulting fracture. Where the rock excavation on the northern approach to the tunnel came in contact with the foundation of a pier of the Connecting Railroad Bridge, it was carefully trimmed to a vertical surface and faced with a substantial wall of rock range work.

A provisional approach to the East Park, from the northern outlet of the tunnel, is made by curving eastward upon a rising grade of 5 feet in a hundred and connecting with Mifflin lane at the point where it crosses the Reading Railroad at grade. By widening Mifflin lane and reducing its maximum gradient it was adapted to

form part of the summer drive of the East Park, which, after following the lane for a short distance, bends northward and by a winding course passes near the wooded crest of the river hills, over the grounds of Mount Pleasant, Rockland, Ormiston, Edgely, Woodford and Strawberry Hill, to an outlet on Ridge avenue, adjacent to the Robin Hood. By its winding course the drive is made to pass around the heads of all the ravines that cut the river bluffs, and to maintain a nearly level surface while traversing tracts of broken ground which present varied views, embracing broad areas of level turf on one hand, and picturesque river scenery on the other. At several points through openings in the marginal forest, the drives upon the high grounds of the West Park are brought into the picture. One of these openings is at Edgely, where the drive is expanded into a concourse of 10,800 square feet, from which a grand view of the river and West Park is obtained. At Strawberry Hill is a terminal circle, connected with the outlet to Ridge avenue. There is also an outlet in front of Woodford and another at Thirty-third street. Care was taken not to disturb the fine old forest trees, and at the same time to avoid sudden turns in the line. In a few instances trees were left standing within the road lines, and the drive opened out so as to give ample space for passing on each side.

At several shaded spots, hitching posts were set for the accommodation of visitors who might desire to alight and enjoy a stroll through the neighboring groves. A part of Thirty-third street, extending from Ridge avenue southward to the line of Columbia avenue, was opened to a width of 100 feet, one-half taken from the Park grounds, and was graded for travel along the middle, 50 feet of its

width. By this route, in connection with the summer drive, a complete circuit is made through the East Park. The whole length of the drives here opened is $4\frac{1}{8}$ miles, of widths varying from 30 to 50 feet, so as to conform to the shape of the ground without costly grading, and to the spaces between the trees. Box drains have been constructed throughout, and a light coating of gravel was applied as a surfacing on the greater part of the distance.

The grading, paving, and curbing of Ridge avenue to the intersection of Dauphin street included the frontage of land outside the Park lines that had been purchased by the Commission in conjunction with part of the same tract lying within the Park limits. The footway along this front was graded and paved at the expense of the Land Purchase fund. The grading and paving of the sidewalk cut off the connection of Log lane with Ridge avenue, but the line of travel was restored by way of Thirty-third and Dauphin streets.

Simultaneously with the construction of the drives, numerous bridle paths and walks were opened through the more secluded parts of the East Park. By making use of the old farm roads, a very attractive ride has been made with but little labor. Entering the woods from the southeast side of Mifflin lane near the railroad crossing, it rises gradually to the summit where it crosses Mifflin lane, and descends to Fountain Green and thence passes to Mount Pleasant and Rockland; from Rockland it leads to the river shore and Ormiston Glen, and winds up the northern slope of the glen to Edgely and Strawberry Hill.

A narrow ledge was cut in the rock below Edgely for a river path which is used both by pedestrians and eques-

trians from Ormiston to Strawberry landing. The ancient trees that overhang these forest roads make an agreeable shade along nearly the whole distance which preserves a pleasantly cool atmosphere even in summer. Several streams are crossed, some by fords and some by rustic bridges; and at Fountain Green and Ormiston Glen places have been arranged for watering horses.

The strip of ground along the river between Connecting Railroad and Columbia Bridge has been rendered accessible by a bridle path from Mifflin lane to Mount Pleasant, with an outlet either by Log lane or Columbia Bridge; a small branch at Fountain Green connects it with the other bridle path by crossing the railroad at grade. The bridle path is 15 feet wide, and has been constructed with care, at an elevation mostly above high flood. Although not wide enough for general travel, it is sufficient for two carriages to pass. It has been coated with six inches of gravel. These bridle paths, constructed through the East Park, measure three miles in length.

Between Strawberry Landing and Laurel Hill Landing, a bridle path was opened for travel in August, approachable at the north by the public road that leads from the landing to Ridge avenue, and at the south by the Strawberry Hill quarry road. The old road through South Laurel Hill required but little work of graduation; two small streams are crossed upon rustic bridges, one of them nearest the landing having a width of 40 feet. Much greater difficulties were encountered in constructing the ride north of the landing. The rocky projections were very precipitous, extending in several places to the water's edge. Except at these projecting cliffs, the trees along the shore were sufficient to screen the narrow ride. It

was originally designed to locate a drive along this shore at an elevation above the highest floods, and 50 feet in width, but a maturer study of the ground after the completed surveys, showed that the effect of such a construction would be very damaging to the river scenery. To avoid such a result, it was next suggested that a substitute for this drive could be obtained by bridging the river south of Laurel Hill, and thus reach the Wissahickon by way of the Falls Bridge or City avenue. Drawings and estimates were prepared for bridges upon different plans, adapted to different points of crossing, from which it appeared that a very large expense must be incurred to carry any of these plans into effect, and that the results would not be satisfactory. It was thereupon decided to open a bridle path of such limited width and low level, as would permit its construction without much damage to the scenery. The idea was tentative, and the cost of its trial quite moderate, and the result such as had been anticipated, showing that a pleasant and safe drive could be made at this lower level, with widths that might be varied so as to avoid the conspicuous disfigurement of the original plan. Upon this being made evident, authority was given to proceed with the work upon the drive, and considerable progress had been made when it was suspended at the close of the year.

The walks opened during the year in the East Park, exceed in length either the drives or rides, their aggregate being 5.2 miles. Two of them traverse the beautiful woodland slope southeast of the Mifflin lane station, and meet at the summit of the slope; thence bending to the north, a single line follows nearly the route of the bridle path across Fountain Green Valley and Mount Pleasant,

to Rockland. Another walk commences just north of the Mifflin lane station, passes over the lofty knoll of the "Cliffs," descends to the level of the railroad near the old brewery, and then proceeds by two branches up the Fountain Green Valley, one going to the table-land on the east, and the other to the spring on Mount Pleasant avenue. From this spring, a walk leads to Mount Pleasant, and passes on to Rockland and Ormiston, diverging by various branches through the wooded lands of Ormiston Glen.

Two remarkably picturesque walks commence at Rockland landing. One of them rises to the east with a steep ascent, and leads across the deep chasm of Log lane, upon an elevated rustic bridge, to Mount Pleasant mansion; the other goes to the north, and after ascending a short distance, divides into two branches, one leading directly to the Rockland mansion, and the other following the steep face of the river margin, and after crossing the foot of Ormiston lawn, and the creek near its mouth, rises along the slope of the river hill to the level of the drive at the Edgely concourse, from which a branch leads to Ridge avenue at the intersection of Thirty-third street, while another branch crosses Woodford Valley upon a rustic bridge, and mounts the heights of Strawberry Hill. From this summit, diverging paths go to the steamboat landings of Strawberry and Laurel Hills, and to Ridge avenue cars.

On most of these walks, the surface is of the natural soil, and the drainage formed by open gutters on the up-hill side emptying into small box drains. Around Woodford mansion, some of the walks have a surfacing of vulcanite, and on Log lane a board walk is laid from

the Ernest House to Ridge avenue. A number of excellent springs of water issue from the sides of the rocky slopes, close along the walks, some of which have been fitted up with stone basins, and supplied with drinking cups.

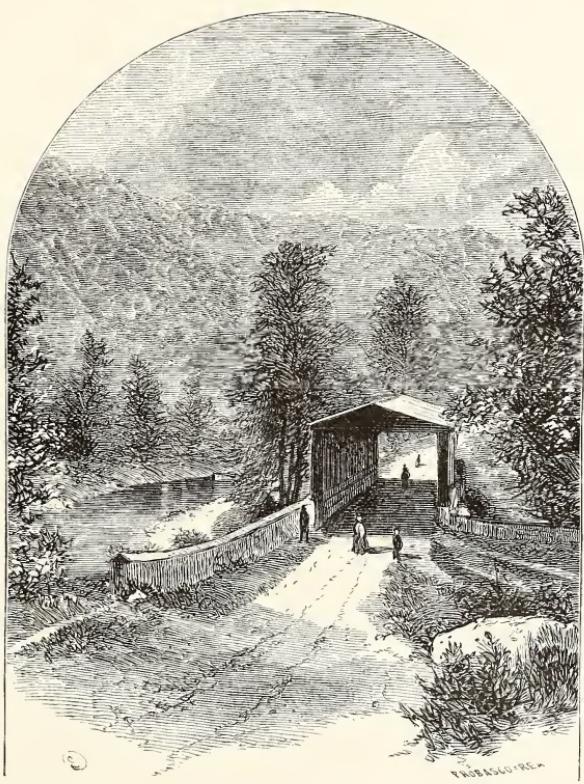
Landings have been established at several points along the river for steamboats and for skiffs. A substantial pier of timber cribs filled with stone, was constructed just north of the Columbia Bridge, and is designated as Rockland landing; a small steamboat landing was built at Strawberry Hill; and the wharf at Laurel Hill was torn out to the level of low water and substantially reconstructed. One of the skiff landings is at the Rockland pier, where convenient steps give access at all ordinary stages of water level. Two others farther upstream, one at Rockland woods, and the other opposite Ormiston Glen, are provided with floating platforms secured by piles in the river bed and by fastenings to trees on shore. At the outlet of Woodford Valley, a skiff basin was made by dredging out the bar of river silt.

These improvements in the East Park have opened the grounds for public use, and enjoyment to quite as great an extent as did those made in previous years west of the river. They have been carried through the whole extent of the Park so as to reach all its attractive points, and connect with the boat landings and railroad cars. At Rockland are found the most convenient picnic grounds in the entire Park, being accessible equally by water and steam cars, and carriages and within easy walking distance of street cars coming from nearly every quarter of the city. When the construction of the new drive through the old Park made it advisable to close the old

play grounds from use by cricketers, a suitable area was levelled and marked out by stakes in East Park upon ground that is to be occupied by the large storage reservoir of the City Water Works. When the excavations for the reservoir shall advance to this spot the ball players can be accommodated upon a broad plateau on Edgely, which has been carefully levelled and seeded with grass, so as to be in good sod by next summer.

One of the most rugged and unsightly places in the East Park is found in the deep ravine north of Girard avenue, extending from the intersection of Pennsylvania avenue and Thirty-second street to the Schuylkill, at the foot of Girard Avenue Bridge. To fill up this hollow to a proper grade for future Park improvements will require many thousand cubic yards of material, which may be procured at a minimum cost by permitting the place to become for a time a common dumping ground. Before this could be allowed, provision had to be made for an outlet to a creek that has been sometimes swollen to an impetuous torrent. For this purpose a brick sewer was constructed 660 feet in length and 6 feet in diameter. Immediately upon the completion of the work, large quantities of earth were supplied from cellar digging and street grading, without other expense to the Park than the small cost of supervision and levelling. It is probable that the whole of the rugged chasm will be filled up to the required grade by the time the Park improvements extend to that vicinity.

The opening of Girard avenue to its full width where it passes through the Park, between the Reading Railroad and the River Bridge, and cutting it down to grade, which was accomplished in conjunction with the con-



GLEN FERN, WISSAHICKON.

struction of the river drive embankment, has effected an obvious and much needed improvement on this important highway.

Its further completion by curbing and paving will probably have to await the final arrangements for a new bridge across the Schuylkill.

A number of old buildings that stood in the way of improvements in the East Park were torn down, and the grounds they occupied cleared up and graded. Others whose positions do not interfere with Park work or views, have been put in repair and mostly tenanted by Park employees, whose occupancy adds to the security of lonely spots at all hours. The mansion at Mount Pleasant has been restored nearly to its original aspect, which it was deemed right to preserve as a fine specimen of Roman architecture.

On the Wissahickon the work in progress at the close of the previous year was completed, and several other improvements carried out.

The bridge and culvert at Rittenhouse lane have been substantially rebuilt and guarded from the wash of the rapid current, by extensive wing walls, forming curtains to the abutments, and by paving with rubble stone the bed of the Wissahickon creek, in front of the culvert outlet.

A retaining wall fifteen feet high, seven and a half feet thick, and one hundred and sixty-four feet in length has been constructed to protect the road at Dobson's mill race. The walls at Red Bridge and at Edward Megargee's have been put in good repair. The Macadam road bed was renewed on the steep grades at Greenwood Hill, Rittenhouse Culvert, Kitchen's Mill, Gorgas' Hill, Township

Line Bridge, and at numerous other places where holes had been worn.

Generally the line was straightened, and the grades reduced and regulated on the sections repaired. A slide of rock at the first sharp bend above Ridge avenue entrance completely blocked up the drive. After clearing away the debris, the loosened remains of the projecting rock were cut away to an extent that much improves the road at this narrow pass.

All the lateral lanes approaching the Wissahickon, within Park limits, were put in good repair, and the planking of the bridges was in many places renewed. The "Log Cabin" buildings were removed, and the grounds were cleared and graded. The drains and silt basins were thoroughly cleared and the gutters put in good order along the whole line of the drive.

All the works of construction yet mentioned occupy the Park grounds east of the Schuylkill. It remains to describe those belonging to the West Park.

Upon the section of Lansdowne drive, between Sweet Briar and Belmont avenue, a distance of 5,250 feet, on which Macadam pavement was in progress at the close of last year, the work was stopped by the unfavorable weather in January, which kept the contractors back, so that it was not completed until the 15th of March. The surfacing consisted of broken stone and cinder 9 inches in depth, which after rolling with the steam roller, was covered with a coat of gravel of 1 inch thickness.

The whole length of the road was carefully drained, and the slopes and lawns on both sides were graded, in some places to considerable distances from the drive. During the construction of the road, the vehicles were turned

over a temporary drive across Lansdowne. The metalling of Belmont avenue, which was likewise suspended during the severe weather of January, was completed about the end of February. A complete system of drainage was constructed, and sewers built to carry the drainage water into a ravine.

A portion of the original Lansdowne drive between Belmont avenue and the reservoir, the temporary line of which did not conform to the curvature of Belmont drive, was obliterated, and a new drive graded 650 feet in length and 43 feet in width, completing the circuit drive to George's Hill and Belmont. A part of this road, 150 feet in length, was surfaced with stone and cinder in the usual manner, and the remaining 500 feet were covered with a surface of concrete, by the Vulcanite Paving Company, 3 inches in thickness, laid on a stone foundation 6 inches in depth. The gutters were formed of the same material, and seams were cut across the road surface at every 18 feet to allow of the shrinkage of this material. The drainage system of the road was connected with that of Belmont avenue.

One of the sharp turns on Lansdowne drive, near Belmont valley, made it desirable to provide another route; for this purpose a short cut off road was graded, 450 feet in length, across the northeast angle of Lansdowne terrace.

A summer road, 40 feet wide and 7,300 feet in length, known as Prospect drive, was laid out from Belmont drive northwest of the mansion to Mount Prospect, and constructed without any expensive grading or drainage.

The sandy condition of the micaceous soil made it necessary to cover some portions of the drive with clay,

and to roll it well in order to give it a more solid surface. Around the mansion of Mount Prospect there was a drive graded of ample width to allow carriages to stop without obstruction to the general travel.

The drive from Mount Prospect to Chamouni, was carefully laid out, and the grades established with reference to a permanent location. The banks on both sides of the drive were graded, and covered with top soil and seeded with grass ; this portion is 750 feet long and 33 feet wide. After the building at Chamouni was removed, its site and surrounding terrace were graded for a carriage concourse, with an area of 34,650 superficial feet.

As originally located, the drive from the concourse to Simpson's run, was to descend on a curved line that diminished the steepness of the grade, but to save expense this line was abandoned and the old Simpson lane widened for temporary use. The road which connects this drive with the Falls Bridge is not under the control of the Park Commission.

The drive from George's Hill to Elm avenue was partly covered with ashes late in the year 1870, since then the whole length of 1880 feet, was surfaced and rolled. This surface of ashes one foot in depth with very moderate attention, is found to make a good and pleasant road-bed.

All the unballasted roads and lanes required more or less care during the whole year. The River road especially, which carries much heavy public traffic, was kept in constant repair, and a portion of it (3,800 feet in length) surfaced with ashes. It is hoped the same excellent surfacing may soon be extended along the whole of this road.

The bridle paths opened in the West Park during the year, have an aggregate length of 35,000 feet, or 6.74 miles. One of them forms an extension of the former ride, from Belmont to Ridgeland, going across the Ridgeland valley, where it divides into two branches, one of which intersects Prospect drive, near to the Dutilh south boundary. The other branch turns southeast, and winding for a mile through a densely shaded forest, crosses the Dutilh tract, and then unites with a bridle path leading from Greenland down the valley, where it passes over a farm bridge across the Reading Railroad to the River road.

Another ride makes a circuit through the Ott and Williamson, the Johnson, and the Simpson lands, passing near the northern Park boundary, through the shaded valley on the Johnson lands, and returning on the Johnson lane rejoins Prospect drive near the Ford road. A third branches from the Belmont ride at the old Inclined Plane, following its descent for some distance, and then turning toward the deep cut of Berks avenue, crosses it on a rustic bridge, and terminates at Montgomery avenue, a short distance west of the Junction Railroad.

The new walks in this Park, measure about 14,500 feet, or $2\frac{3}{4}$ miles in length. One leads from the Chamouni concourse to the Falls railroad station. Another from Belmont to Berks avenue, and then across Belmont avenue to George's Hill, is 10 feet wide and 4,000 feet in length, and has been surfaced with a vulcanite pavement. A branch from this, 8 feet in width, leads to Belmont valley, and down this valley nearly to the Junction Railroad, where it turns southward and rises to Lansdowne

terrace, near the Six Pines. From thence it descends into and crosses Lansdowne Valley, and then going across the River Road Bridge, it leads to Sweet Briar vale and mansion, and finally to Egglesfield entrance; having a length of 8,900 feet. It has been graded and drained, and is partly surfaced with vulcanite. A second year's trial of this material, tends to confirm the favorable judgment of its utility, as a surface for *walks*, while it also has revealed some of its defects as originally laid down. One of the defects observed, is its contraction by cold, which produces unsightly cracks of irregular and ragged outline at intervals of three or four yards. Another curious phenomenon, was the penetration by soft herbaceous plants, through the solid crust of concrete, which had such hardness as to resist any visible impression from the feet of horses, or wheels of vehicles. This occurred at numerous points on the walk through Belmont Glen, where the vulcanite was laid down upon the natural surface of the soil, in which the roots of arum triphyllum or Indian turnip, and of some other herbaceous perennials had been allowed to remain. The damage resulting from these causes was repaired by the Vulcanite Company without charge, and changes of construction were adopted, that will probably avoid such disfigurement in future. The contractors for this pavement have been quite successful in removing the objectionable blackness usually belonging to tar asphalt surfaces, and in giving it almost any tint that may be preferred.

A short branch walk was opened, leading directly from Lansdowne to George's Hill.

A walk 1390 feet in length, was graded from George's Hill to Fifty-second street; another 2,600 feet long, from

Thirty-fifth street through Solitude, to the entrance at Girard Avenue Bridge.

Three small rustic bridges were required on the walk south of Girard avenue, one on the walk from Belmont Glen to Ridgeland, one on the walk to George's Hill west of Belmont avenue, one on the walk in Belmont Valley. They were all built with very little expense, consisting of plain girders supported by stone piers, a rustic railing being the only ornamentation. Three small rustic bridges were required on the ride from Ridgeland and Greenland; they were built stronger but without a railing.

A large bridge was built on the ride across Berks avenue. It is strong enough for loaded carts to pass over, and has a heavy rustic railing.

A brief recapitulation will show the extent of the roads and walks now open for use in the Park. There were constructed in 1871, $11\frac{1}{2}$ miles of roads, 9 miles of rides, $7\frac{1}{2}$ miles of walks, making with previous constructions an aggregate of $31\frac{1}{2}$ miles of roads, 10 miles of rides, and $20\frac{1}{2}$ miles of walks, or a total of nearly 62 miles of avenues within and around the Park. Their various routes are indicated on the Photolith maps prepared for this report, in colored lines which distinguish the rides, and drives, and walks. A portion of the field between Belmont avenue and the River road, comprising nearly 20 acres, was sub-drained. A sewer about 1200 feet long runs from the intersection of Belmont and Elm avenues, through the lowest ground to Lansdowne Valley; 4 basins were built over it to be used as manholes and surface inlets. The lines of tiles are about 40 feet apart and 4 feet under ground, and their aggregate length is 20,000 feet. The level grounds set apart for

the new nursery on the Dutilh tract were provided with sub-drainage underlying about 3 acres. Three basins were built to receive the tile drainage, and also the surface water; about 2,700 lineal feet of tile were laid there.

Some of the buildings of the Belmont Oil Works were repaired and fitted up for Park use. Those retained are ten in number, adapted to the following purposes: 1st. Chief Engineer's office. 2d. Engineer's and drafting rooms. 3d. Guard house and office of general agent, and store rooms. 4th. Blacksmith's and carpenter's shops. 5th. Stables and carriage house. 6th. General storage shed. 7th. Tool house. 8th. Three tenement houses. 9th. Wagon shed. 10th. Water closets. On the 15th of June the buildings were occupied and the grounds around them graded and partly surfaced. The closets at Sweet Briar were repaired and enlarged. The kitchen at Belmont mansion was removed to another room and refitted. The buildings at Ridgeland and Mount Prospect were repaired. An open carriage shed was built at the Belmont offices. Four portable Guard houses were built and located on Belmont avenue. A dining hall was built at Belmont 80 feet long and 45 feet wide and 25 feet high. The building is constructed of timber with iron brackets and tie rods for the roof framing. It is heated from the cellar by "Haupt's" Patent Heater, and illuminated with gas manufactured from gasoline by the Monitor gas machine, located in a vault 60 feet from the building. A very serious deficiency in our Park has been the want of a proper water supply. It has been in part remedied by connections made last summer with the City water mains in Belmont avenue, from which service pipes of 4 inches and 6 inches diameter

were laid and connected with plugs located at various points convenient for sprinkling the drives; four are on Belmont avenue, to wit: at upper and lower crossings of Belmont drive, at quarry, and near Elm avenue.

To supply Belmont offices and shops a branch was laid from the pumping main near Belmont engine house. Two Park plugs placed entirely under ground were put in here.

At Mount Prospect the water supply has been renewed upon the system already there in use of pumping by means of a water wheel at Simpson's run. A new dam was built, the pump and water wheel were repaired, a new iron service main laid, casks put up in a loft over the stable to form a reservoir, and the works fitted up to supply water both for the house and for the sprinkling carts.

The extent of cast iron pipe laid for all these purposes, comprises 9,727 lineal feet, ranging from 2 to 6 inches in diameter.

The outlets of the brick culverts at Belmont avenue, and Lansdowne valley were faced with brown stone, and the wing walls extended. The lawns on both sides of Lansdowne drive were graded, covered with soil and seeded.

The culvert and wing walls in Simpson's valley were extended and protected by a guard fence. The borders on both sides of the drive from Mount Prospect to Chambouri were graded and covered with top soil.

Also the borders along Belmont drive.

Four croquet grounds each 60 by 25 feet were graded and sodded.

The grounds of the Elkins' Oil Works on Sweet Briar

run were cleaned up, graded, covered with good soil and planted.

Rustic seats were made in different localities along the footwalks.

The lawns around Belmont Hall were partly graded, covered with soil and seeded.

Temporary closets were erected in different places for the children's nutting day.

A guard fence was erected on the ridge of rock near Lipp's brewery to protect persons from a dangerous precipice.

A boat landing for skiffs was built near the Belmont offices.

The lawns near Sweet Briar were cleaned up, graded, and covered with top soil.

Three ornamental pedestals were made for rain gauges.

One of the colossal Pegasus statues presented by Mr. Gratz and others was erected for inspection on a pedestal 9 feet high, in the yard of the Belmont offices, and the foundation laid for the other one of the pair.

Upon the completion of the general topography as reported last year, and its record upon official drawings, the labors of a part of the engineer corps were directed to the establishment of numerous monuments which should permanently mark upon the ground the exact location of all the important lines of reference delineated upon the survey maps. The monuments designating interior lines were posts of durable wood planted 500 feet apart in two directions at right angles. The monuments for exterior boundaries are stone blocks, inscribed with a Park initial sunk nearly to their top at such intervals as the proper delineation of the lines required. Along the Wissahickon

the boundary stones are planted at intervals of about 200 feet. The length of line run there was 65,000 feet on which were planted 283 stone monuments. The work for locating these lines and also the property lines through this rugged wilderness has been extremely laborious and tedious. Many of the lines which were without fences to mark their places, had to be run out from distant points through the dense undergrowth of laurels and other bushes. With as much despatch as these difficulties permitted the property lines of fifty-nine tracts have been run out, and plans and descriptions supplied to the Committee on Land Purchases. Similar information has been prepared relative to the property lines and areas in Falls of Schuylkill Village.

Cross sections and estimates were made for alternative lines differing in elevation and location, and from these was determined the final definition of the Park limits through the Falls Village. The general width from the ordinary shore line is 90 feet, from which 30 feet will probably be taken on the side nearest the Ridge turnpike for a traffic road and public sidewalk. Designs and estimates based upon careful surveys were prepared for the drive to connect the East Park with the Wissahickon.

A plan has been prepared showing the street lines and contours of the surface along the route of the proposed wide avenue to connect the East Park at Strawberry Hill with Hunting Park. It occupies the highest ridge in that vicinity, crossing the Norristown Railroad where it is in a deep cut, and the Germantown road where it is in a cutting of eight feet, striking Broad street south of the Reading and Richmond Railroad so as to make use of the new viaduct bridge.

In January, measurements were made across the river on the ice at several points to verify the topographical base lines, and other measurements from Turtle Rock to the upper end of Falls Village. The angular points were tied in with the rectangular system and a record made. This opportunity was also taken to continue the river soundings. Again in December, the hydrographic surveys were resumed, when the ice upon the river pool became sufficiently firm, and carried along the western margin, from Fairmount lock to the Falls of Schuylkill. Soundings were taken to top and bottom levels of the river mud on lines extending from solid ground on shore, to distances varying from 200 to 600 feet, until the depth of water exceeded one fathom. These lines were 100 feet apart in the direction of the river and the soundings on them 25 feet apart. From the data thus obtained the quantity of silt along the entire western shore, and in the marsh at the West Philadelphia Water Works may be ascertained by calculation. Additional measurements were made across the frozen river to connect and test the surveys on the opposite shores. Much time has been devoted to resurveys of the ground adjacent to the northwestern boundary, and preparing several alternative designs, with such modifications as might diminish the difficulties in the way of establishing safe and agreeable approaches to the Falls Bridge, and to the Roberts' Hollow drive, and to proposed public highways. Three different lines were accurately plotted with full delineations of the surface contours, and all were then combined upon one sheet on a large scale, showing also profiles and some of the cross sections, and the areas of land that would be required to give command of each route. A line of levels was also run from the

Park line at the Falls Bridge to the Norristown Railroad to ascertain the feasibility of entering the Park clear of rail crossings at grade, by constructing a double-decked bridge over the Schuylkill.

The results were such as to induce further examination and study of the route.

All these works of construction and field surveys required an amount of labor in the office and drafting-room, proportioned to the variety and magnitude of the outdoor operations, which does not ordinarily become apparent to anybody but those concerned in the doing of it. A brief enumeration will scarcely give an adequate idea of the extent and importance of this part of the engineering work, but it is inserted here by way of record to show that the hours not employed on the field may be fully occupied in the office. The work of the year comprises 86 original drawings for designs of halls and bridges and other structures, embracing all the minutiae of such as were put under construction ; 39 plans of roads and walks and lawns, 28 profiles of the grounds for these improvements, 9 drawings of plans of drainage and silt basins, 4 drawings of cross sections with computed quantities, 28 plans of farms and other grounds, 7 transfers of topography and 90 tracings of the foregoing or other drawings, which, with various sketches of views, make an aggregate of over 300 drawings, some of them so extensive and so minute in detail as to occupy a diligent draftsman many days.

For the assessments of benefits on surrounding property, 214 duplicate plans were compiled principally from the records of the Registry Bureau, exhibiting the location and dimensions of the lots for the use of the jury on assessments ; 36 plans of farms or large unimproved lots were

also prepared; and 4,986 written descriptions had been compared and verified previous to the repeal of the law by which the work was authorized.

It is gratifying to be able to record the manifestation by the engineer corps of an intelligent interest beyond the mere perfunctory fulfilment of the duties belonging to the daily routine of Park work. Several of them have voluntarily taken up subjects connected with the future usefulness and attractiveness of the Park, and devoted to them much thought and patient study.

The Principal Assistant Engineer, Mr. J. D. Estabrook, has made a special examination into the difficult question of securing the purity of the water by a proper disposal of sewage.

The surveys ordered by the Commission for this object were placed under his particular charge, previous to his engagement in his present position, and the first report on the subject was made by him. Seeing the grave obstacles to carrying out the plans heretofore discussed, he has recently suggested another which seems to possess some advantages over the other projects submitted, and has worked out all the principal details, with preliminary estimates of their cost.

A scheme for a gravity railroad, making the circuit of the East Park, was worked out by Senior Assistant Engineer S. L. Smedley, of which he has furnished the following description: "The track commences at an elevation of 145' at Ridge avenue and South Laurel Hill, and running southward along Ridge avenue and Thirty-third street to Columbia avenue, thence to Fountain Green, and along Pennsylvania avenue and the river front, returns to Robin

Hood lane, at an elevation of 15'. The distance is fifteen thousand eight hundred feet, or about three miles, and the average grade forty-five feet to the mile. An inclined plane six hundred and forty feet long will unite the terminal and starting points, the cars to be raised by a stationary engine, which could also be used for pumping water for sprinkling the East Park drives. The grades could be arranged so as to pass over or under drives and walks, and a narrow gauge, with light airy cars, could be operated without dust or heat, or injury to the grass or foliage."

The most elaborate work resulting from these voluntary labors, is the general plan for the improvement of the Old Park, designed and drawn by Senior Assistant Engineer H. J. Schwarzmann. It embraces a complete system of Park adornment, judiciously adapted to the natural features of the locality, and to the retention of the main drive recently constructed, and presents a practicable and effectual solution of the difficult problem of an eastern entrance free from the danger of crossing the Reading Railroad at grade. In these respects, this plan possesses important advantages, which make it preferable to a very beautiful design for study, prepared by professional landscape artists, of well known skill and large experience.

In the departments of gardening and farming, a large amount of work has been done, under the supervision of the head gardener, Mr. John Rennie, who entered the Park service on the 17th of February, and has given constant attention to the duties of his position. His records of operations show the following summary of tillage and

planting, which are exhibited in more detail in the appended statistical tables:

The amount of ploughing was,	- - - - -	372 acres.
Areas planted and seeded,	- - - - -	305 "
Borders sodded,	- - - - -	4 "
Hand-mowing, including four cuttings on borders,	- - - - -	672 "
Machine mowing,	- - - - -	577 "
The trees and shrubs planted, number,	- - - - -	9,691
Bulbous roots set in the autumn for spring bloom,	- - - - -	12,000
Stock of all varieties in nurseries,	- - - - -	37,390
Plants in green houses, January 1st,	- - - - -	18,408

The number of bedding plants and vines in the green houses will be greatly increased by the time they can be set in the borders out of doors. A considerable addition has been made to the means of propagating plants, both tender and hardy, by the erection of another green house, and the transfer of the old ones to Woodford, where the arrangements are such as to give more room for storage and potting, and the warming made more steady and reliable by the substitution of a self-regulating boiler, and a circulating system of large hot water pipes and evaporators.

In the department of maintenance there has been a considerable increase of work consequent upon the extension of improvements over enlarged areas of roads, walks and lawns. The additional force of Park Guards and Keepers, organized under the instructions of the Committee on Police and Superintendence, was effectual in securing to the multitude of visitors the utmost liberty in their enjoyment of the exhilarating influences of fresh air and natural

objects, with proper freedom from intrusive annoyances, or the apprehension of them.

By the opening of new drives, a large additional demand ensued upon the appliances for keeping them cleanly and free from dust. The increase in the number of sprinkling wagons, and the introduction of hydrant water, were timely aids for this purpose, and the improved organization of the water cart service added to its efficiency and tended to promote economy. A still farther advance in this direction may be expected from the results of future experience in this costly but important branch of Park duty. The removal of a part of Mr. Eggeling's appliances for the amusement of children from their Play Ground in Sweet Briar Grove to the summit of the Sedgeley grounds has added much to the popularity of these arrangements with both young and old, and correspondingly augmented the profits of the lessee.

Many additional guide sign boards have been set up to indicate the names of places and of drives and walks and rides; and also some additional Park rules and cautions against fast driving. The whole number of these now in place is 167.

From the official reports made by Captain Chateau of the Park Guard, there appears to have been a marked increase in the number of vehicles and of persons visiting the Park. The only entrances at which the visitors are counted, are at Green street and the Lansdowne gate. There are ten other entrances, at some of which the number of pedestrians is probably almost equal to those at the points of recorded observation.

The number of pleasure carriages and sleighs recorded as entering at these two places is 363,138, of equestrians

26,255, of pedestrians 385,832. Allowing three persons for each vehicle, will make a total of 1,501,410 visitors passing these two entrances ; and supposing the number of persons coming by the other ten entrances to be not more than those recorded at these two, we shall have three million as the approximate number of visitors.

The popularity of the open air musical entertainments, given three times a week during pleasant weather, has been probably one cause of the increase of visitors, and the newly erected Lincoln statue has attracted others, but the augmented numbers are, without doubt, chiefly due to the growing appreciation of the Park and its hygienic advantages. The Park carriage service has afforded its usual facilities for all who wished conveyance to distant localities. The advantages of the water excursions have been increasingly enjoyed, and will undoubtedly become one of the most delightful and popular institutions in the Park, when steamers and row barges, especially adapted to their purpose as pleasure boats, shall be introduced. The same records show the number of picnics of city Sunday schools to have been 350; private picnics 5000; picnics of Sunday schools from outside the county of Philadelphia, 3; from charitable institutions, 3; in all, 5356. There have been 4 military parades; and 3 regattas held by the Schuylkill Navy. A new boat house has been built by the "Pennsylvania" and "Crescent" Clubs for their joint use, upon the plot and plan approved by the Commissioners. And the enlargement of the house of the "Batchelors Barge Club," by the addition of wings in the manner approved, is in progress.

The means of occasional repose have been increased to the extent of about 1500 seats, by the purchase of 400

slatted settees, a gift of 50 made entirely of iron, and a continuance of the construction of rustic seats upon numerous pleasant spots beneath the shade of trees.

A number of gifts have been received from liberal-minded citizens, comprising 88 volumes, presented to the library by Hon. Henry M. Phillips; 71 varieties of seeds of trees and 30 varieties of flower seeds, from the Horticultural Department at Washington. Two hundred hemlock spruce trees, the second gift, from Moses Brown. A valuable horticultural book, and a collection of handsome shrubbery, from Alfred Cope. Some remarkably large Spanish chestnuts for planting, by G. W. Hall, which were promptly planted, and have already produced thrifty seedling trees. A large lemon tree, from Mr. F. A. Dreer. A handsome hibiscus, and some seeds of fine varieties of hollyhocks, from Mrs. Samuel V. Merrick. A quantity of beech mast and mossy cup acorns, from Hon. Eli K. Price, which have been planted. Fifty substantial cast iron settees, from W. H. Moore. Fruit of the Papaya with ripened seeds, from P. B. Long. A floating swan of metal, natural size, from Robert Wood & Co.

Very respectfully,

JOHN C. CRESSON,
Chief Engineer.

January 13, 1872.

APPENDIX No. 2.

THE LINCOLN MONUMENT.

On the 22d of May, 1865, a movement for the erection of a monument in this city to the memory of the murdered President, Abraham Lincoln, was inaugurated. Upon invitation of Mayor Henry the following gentlemen assembled: Hon. James Pollock, Hon. Morton McMichael, Isaac Hazlehurst, N. B. Browne, Daniel Dougherty, William H. Kern, H. C. Howell, B. G. Godfrey, Lewis H. Redner, Francis Wells, and Charles J. Stillé. The Mayor presided, and announced that he had received from various sources \$2,289.12 toward the erection of a monument. An organization to be known as "The Lincoln Monument Association of Philadelphia" was formed. Messrs. McMichael, Hazlehurst, Pollock, Kern, and Howell, were appointed a committee to report a plan of operations for the Association. Mr. Stillé was elected secretary, and James L. Claghorn, treasurer.

The next meeting was held May 25th, 1865, when the plan of operations was reported by the Committee and adopted. This plan advocated the raising of \$100,000 for the erection of a monument, and the appointment of a committee of one hundred, to be called "The General Executive Committee," who should have control over the collections and disbursements of the requisite funds, and the location and design of the monument. The funds on hand at this meeting were reported to be \$2,661.22.

The next meeting was held May 30th, 1865, when the

General Executive Committee was filled and ward committees were formed. On July 11th, 1865, the treasurer reported that the contributions amounted to \$10,725.68. It was then resolved that the Association confine their efforts to the erection of a monument alone, without any connection with the project of a soldiers' home and that the precise form, style and location of the monument should be governed by the amount of funds contributed.

At a meeting of the Association held December 3d, 1866, a resolution that a bronze statue of Mr. Lincoln be erected with the funds of the Association, was adopted. A committee were also appointed to procure from artists in this country and from American artists in Europe plans and drawings of a bronze statue, and to advertise for proposals for such plans, and to report the most appropriate site for the erection of the statue.

An act of incorporation was passed by the Legislature and approved April 15th, 1867, and at a meeting of the Association held May 22d, 1867, the charter was accepted and the Association was organized under it. The treasurer reported the money on hand to be \$22,039.96. At a meeting of the corporators held May 30th, 1867, a series of by-laws for the government of the Association were adopted. These provided that the management of the Association should be vested in a president and executive committee of twenty-four members, to be chosen annually from among the corporators and their associates. Charles J. Stillé was elected president, J. R. Claghorn, secretary, and James L. Claghorn, treasurer.

At a meeting of the Executive Committee held February 24th, 1868, several designs were examined, and the following resolution was adopted :

Resolved, That the Executive Committee approve of the general design for the Lincoln Monument offered by Randolph Rogers, Esq., and the Committee on Designs are hereby authorized to contract with him for the bronze work, and with a suitable person here for the granite work, both to be of as large dimensions as the funds of the Association will permit.

At a meeting on June 4th, 1868, the President read a letter from Mr. Rogers, accepting the commission for the statue as adopted by the Association. On February 11th, 1869, the Association agreed that the statue and base should be placed at the intersection of Broad street and Girard avenue, and a memorial upon the subject was presented to City Councils, and permission to so locate the monument was subsequently granted.

On the 24th of November, 1869, the Committee on Designs reported that they had completed a contract with Messrs. Struthers & Sons for the granite base, set up complete at the intersection of Girard avenue and Broad street, for \$9800, and had entered into a contract with Randolph Rogers, Rome, for a bronze statue, from the accepted design by him delivered in New York, for \$19,300, which includes the necessary bronze ornaments. At this meeting the inscriptions to be placed on the bases were agreed upon.

At a meeting on December 15th, 1869, the resolution fixing the site for the monument at Broad street and Girard avenue was reconsidered, and the Committee on Designs were instructed to recommend such location in Fairmount Park, or elsewhere, as they deemed best for the purpose. On December 5th, 1870, the Committee re-

ported in favor of Fairmount Park, and that location was adopted.

A letter from Mr. Rogers, reporting a satisfactory completion of the bronze, was read at a meeting of the Association, December 5th, 1870, and at the meeting on May 23d, 1871, it was announced that the statue had arrived in New York, and would be immediately forwarded to this city.

The monument has been set up on the main drive through the East Park, near the intersection with the river drive, and close to the Brown street gate. The location was well selected, as this fine work of art is accessible to all who enter the Park, either on foot or in carriages.

The following description will give some idea of the monument as it stands:

The figure of Mr. Lincoln is of bronze. It was modelled by Mr. Rogers, in Rome, and was cast at the celebrated foundries in Munich, Bavaria. It represents the President sitting in a cushioned chair, facing toward the south. In the right hand is a quill pen, and in the left is a scroll, representing the Emancipation Proclamation. The face is an excellent likeness, and the posture is easy and natural. The figure is colossal in size, and measures, in the sitting posture, nine feet six inches high, and if represented standing in the same proportions, would be nearly eleven feet in height.

The base of the structure is oblong in form, with projecting buttresses at each corner, and is of the shape technically termed as "battered," that is, broad at the bottom and diminishing toward the top. The extreme



dimensions at the ground are seventeen by fifteen feet and the height of the base four feet. Above this is a moulded plinth, with consoles at each angle resting upon the buttresses of the base. Upon ornamental panels are carved the following inscriptions:

(SOUTH FACE.)

TO

ABRAHAM LINCOLN,

FROM A GRATEFUL PEOPLE.

(EAST FACE.)

LET US HERE HIGHLY RESOLVE
THAT THE GOVERNMENT OF THE PEOPLE,
BY THE PEOPLE,
AND FOR THE PEOPLE,
SHALL NOT PERISH FROM THE EARTH.

(NORTH FACE.)

I DO ORDER AND DECLARE
THAT ALL PERSONS HELD AS SLAVES WITHIN THE STATES
IN REBELLION ARE AND HENCEFORTH SHALL BE FREE.

(WEST FACE.)

WITH MALICE TOWARDS NONE,
WITH CHARITY TOWARDS ALL,
WITH FIRMNESS IN THE RIGHT
AS GOD GIVES US TO SEE THE RIGHT,
LET US FINISH THE WORK WE ARE IN.

Surmounting the plinth upon which these inscriptions are cut is a second pedestal plinth. This is two feet in height. At each corner, supported by the consoles of the lower plinth are located eagles of bronze, with half-spread wings. These are two feet in height and three feet across the wings. Extending across the face of the plinth, between the eagles, are festoons of oak and laurel in bronze. The pedestal surmounts this second plinth. It is about seven feet in length, rounded at the corners, and ornamented with panels on the four faces. On the south face is carved a pair of crossed swords, wreathed with olive and immortelles; on the north a pair of American flags, crossed and draped; and on the west the coat of arms of the United States. A projecting moulding cornice is above this, and then comes the statue of Mr. Lincoln. The entire height of the statue and base is 32 feet.

The following statement from the Treasurer shows the receipts and expenditures of the Association:

RECEIPTS.

Total subscriptions from wards and other associations,	-	\$23,712 27
Interest and premiums on investments,	- - - - -	9,702 20
Profits on sales of investments,	- - - - -	2,858 26
Total,	- - - - -	\$36,272 73

EXPENDITURES.

Cost of statue,	- - - - -	\$19,300 00
Cost of granite bases,	- - - - -	9,500 00
Expenses—advertising, certificates, &c., in the early existence of Association,	- -	3,128 81
	<hr/>	<hr/>
Balance,	- - - - -	\$4,343 92

The unsettled accounts for extra bronze work by R. Wood & Co., and the expenses attending the dedication will absorb the balance.

The transportation of the bronze statue from New York to Philadelphia was done free of cost and without solicitation, by Wm. P. Clyde & Co.

It was agreed at the meeting of the Executive Committee, in May, that the ceremony of unveiling the monument should take place on the Fourth of July, but it was subsequently found that the necessary arrangements could not be perfected, and the time was changed to the 22d of September, the anniversary of the issuing of the Emancipation Proclamation. The following gentlemen were appointed a Committee of Arrangements:

Chairman—James L. Claghorn.

Committee—Charles J. Stillé, Alexander Henry, Henry C. Lea, Francis Wells, A. H. Franciscus, H. C. Howell, George W. Blabon, William H. Kern, H. H. Bingham, William Struthers, N. B. Browne, J. B. Lippincott, B. G. Godfrey, Morton McMichael, C. J. Hoffman, Edward Greble, James H. Orne.

The Committee held several meetings and all the preparations for the ceremonies were arranged. Invitations to be present and participate in the ceremony were extended to the President of the United States and his Cabinet, the Governor of Pennsylvania, United States Senators from Pennsylvania, and Mayor and City Councils of Philadelphia.

Long before the hour announced for the ceremonies at the Park the immediate vicinity of the statue was

crowded by men, women and children. The sight was beautiful, and at least 50,000 persons were present. The crowd began to gather long before twelve o'clock, coming on foot and in many lines of cars. Immediately in front of the statue there had been erected a platform 21 by 71 feet. Beneath this was the stand for the reporters. The main stand was neatly decorated with flags. In front a large flag was arranged, covering the entire platform. At an angle from the main stand Carl Sentz's orchestra occupied a platform.

About fifty feet in front of the main stand the monument was situated. This was covered almost completely with canvas. The portion exposed to view was the base, which was covered with flowers. Shortly after two o'clock the invited guests, members of Councils and others began to congregate at Lemon Hill Mansion. Among the distinguished parties present—and there was a host—we noticed Senator Cameron, Generals Meade, Van Vliet, and Patterson; Judges Allison, Peirce, and Thayer; Hon. Daniel M. Fox, Mayor; Hon. Morton McMichael and others of the Park Commission; the heads of city departments, the commanders of the various military organizations participating, and the officers of the Knights Templar.

The party marched in procession to the grand stand, which had been erected for their accommodation. Arrived upon the ground Professor C. J. Stillé, President of the Monument Association, spoke as follows to the vast assemblage:

It is fit and becoming when we meet together to do honor to the memory of a truly great man, that our first

act should be one of devout thankfulness to Almighty God for having vouchsafed to our age and country this rarest of all His gifts. I therefore invite you all to join in a prayer of thanksgiving, to be offered by the Rev. Dr. Seiss, for the great blessing which we come here this day to commemorate.

The Rev. Dr. Seiss then delivered an eloquent and impressive prayer. Upon the close of the prayer St. John's Commandery, of Philadelphia, and Apollo Commandery, No. 1, of Chicago, passed the main stand and took their station immediately in front. St. John's was accompanied by Beck's Band, and Apollo by the famous Northwestern Light Guard. St. John's Commandery was under the charge of Eminent Commander Keller, and Apollo under the charge of Eminent Commander Meyers.

After the Commanderies had taken their positions, Professor Stillé made an address preparatory to the unveiling, as follows:

The Lincoln Monument Association, as representatives of the patriotic feeling of this community, has had a two-fold purpose in erecting the monument which is now to be publicly inaugurated. It desired in the first place that this monument should be a lasting tribute of the gratitude of our people to the memory of Abraham Lincoln, who in the darkest hours, never despairing of the Republic, sought to establish that Republic on the imperishable basis of truth and freedom. It also desired that it should help to keep alive in our hearts, and in those of the generations which shall come after us, his great example, so that we, when our country in danger calls upon us as it

did upon him, inspired by his martyr spirit and guided by the lesson of his noble life, may in his own immortal words "With malice towards none, with charity to all, with firmness in the right as God gives us to see the right, finish the work we are in."

The labors of the Monument Association are now completed. The Commissioners of Fairmount Park having consented to assume the care and guardianship of this monument, I now formally commit it to their charge. I dedicate it in the name of a grateful people to the perpetual memory of Abraham Lincoln, President and Martyr, and I direct it to be unveiled and publicly inaugurated. [Applause.]

When the last words of the address had been uttered, the signal was given and the canvas which covered the statue was lifted, and amid the shouts of the multitude the figure of the martyr President was exposed to view. Upon the flagstaff over the statue the colors of our country were run to the top, and when they had unfolded myriads of little flags fell around the statue and upon the people. Amid great shouting the united bands of music, under the direction of Carl Sentz, struck up the national airs, and from the hill overlooking the Park the Keystone Battery fired a national salute. The moment was thrilling, and the vast crowds of people manifested their emotion.

The gallant Sir Knights, the military and the guard of honor, composed of the soldiers' orphans from the Northern Home, presented arms before the statue in memory of the dead President. From thousands of throats came cheer upon cheer, and it was evident that the im-

mortal Lincoln had not been forgotten by a grateful people.

After the enthusiasm had somewhat died out and the firing by the battery had ceased, Colonel Wm. McMichael delivered the following oration :

In your presence, fellow-citizens, who loved him ; on this chosen spot, in the chosen city where the nation was born in whose cause he died, and in sight of heaven, whither his spirit has ascended, we unveil this statue of the greatest man of our time.

We have lived in an era fruitful in historic events and marked by the achievements of master minds. In Europe pregnant peace has given issue to decisive war, resolution been developed into action, and preparation consummated in victorious battle ; States have arisen, and dynasties been overthrown ; while in our own country free government has been subjected to its severest test and accomplished its largest triumph. The communities of Italy, forgetting at last their petty jealousies, have merged into a common State, and Rome is again the capital from Alps to Adriatic. Spain has awakened from the lethargy of centuries. In France an empire has been established rivalling in the splendor of its sway and the gloom of its fall the reign of the first Napoleon ; while Prussia, crushing her rivals with giant blows, reunites with imperial power the severed States of Germany. We, who have known the direst miseries of war, are happy this day in the enjoyment of a peace made glorious in the preservation of our honor and the perpetuity of our government.

The prominent actors in these momentous dramas have been large-minded and far-seeing men, whose influence

has been potent in directing the course of public action. Cavour, Louis Napoleon and Bismarck have shone conspicuously amid the armed conflicts and subtle diplomacy which in a generation have changed the aspect of European nationality ; nor is it for any ordinary man, or the representative of any ordinary movement, that we may claim precedence of such a company. The true measure of greatness, however, is not in the parade of armies, the expansion of boundaries, nor the pomp of thrones, but in the extension of freedom and the advancement of popular rights. The great Italian, although giving his countrymen a single ruler, did not devolve on them the right of choosing whom that ruler should be. Spain is still a monarchy—a stranger at its head. The magnificence of French imperialism is obscured in the ashes and desolation of French defeat, and Bismarck, at whose genius a continent stands in awe, is himself the subject of a king. In this country we fought to vindicate the strength of free institutions, to maintain the government of the people, to liberate the slave ; and, conscious of the magnitude of our great struggle, we cannot too highly estimate him who was its type and exponent ; whose private virtues adorned his public deeds ; who uttered the summons to war that declared our unity ; who issued the Proclamation of Emancipation which perfected our liberty ; who suffered the death which typified our sacrifices ; the blameless man in whose memory we are this day assembled, our dauntless leader, our faithful counsellor, our martyred President—Abraham Lincoln.

Ten years have passed, the most eventful in the nation's history, since some of us who are now present gathered about old Independence Hall one early winter morning—

February 22d, 1861—to welcome the then President elect of the United States. The campaign of the preceding autumn, which had resulted in his election, had been a hotly contested struggle between the political forces of freedom and slavery, induced by the repeal of the Missouri compromise, and intensified by the conviction that its result involved the supremacy of one or other of these opposing elements. In this city there had been on either side great enthusiasm, not unmixed with asperity, but the unsuccessful party submitted with graceful acquiescence, and late opponents were still neighbors and friends. In the South, however, the result was received with undisguised bitterness and hostility. The threats of disunion freely uttered before were renewed with greater audacity; inflammatory addresses were delivered, denunciatory meetings held, and, with South Carolina in the lead, several States had passed ordinances of secession before Mr. Lincoln started for Washington. These were the stormy precursors of the coming tempest; but few of us saw them aright. Taught from our cradles to love our country, to read with pride its traditions, to reverence the principle of its unity, the threats and declarations of secession which reached us seemed but temporary ebullitions of rage and disappointment; and so, assembled that morning about the old Hall where the Union was first proclaimed, it was with an abiding faith in that Union, and a still sanguine hope for its peaceful future, that we joyfully welcomed him whom the nation had chosen to be its chief. His manly voice spoke to us resolute words of patriotism. We saw intelligence and goodness in his face, and strength in his stalwart frame; we looked into his honest eyes and we believed in him; and, when grasping

the halyards with his own hands, he raised the national colors from our midst until they floated proudly in the sunlight from the old belfry top, we made the welkin ring with our cheers, glad and proud and trustful of the man to whom the honor and integrity of those colors had been confided.

He went from among us with our blessings and our prayers, and not long afterward, when he took the solemn oath as President to defend the Constitution and the laws, all the loyal people said Amen ; but not all the people, for curses mingled with those benedictions. Every effort had been made to assuage the South. As well stop the tide with a straw. Our patience was mistaken for irresolution ; our tenderness for fear. Frenzy was in the southern brain, rage in the southern heart. The inauguration was the signal for open revolt. Everywhere arose the din of hostile arms. The Gulf States banded together in avowed treason. Senators, judges, soldiers, sailors—they who should have been most faithful—were doubly false ; false to their country, false to their oaths ; our counsels were exposed, our arsenals seized, our ships betrayed, our troops surrendered. And still we waited hoping their purposes might change, and still our swords lagged in their sheaths shrinking to redden in a brother's blood ; until at last, amid the smiles of rebel women and the cheers of rebel men, rebel guns opened upon Sumter, its garrison was overcome, and the national standard trailed with jeers in the dust. That moment death smote at liberty. Oh, well for her that such defenders rushed between ! Oh, well for us the patriot voice that then gave instant summons to the rescue ! Above the thunder of the enemy's artillery we heard the faithful Lincoln's clarion call for troops. It

was echoed and answered from a million clamoring tongues. They have spurned our concessions! they have disdained our proffers! they have broken their oaths! they have assailed the Union! they have fired on the flag! To arms! To arms! To arms! The nation rises like a giant in its wrath. Old Massachusetts is young again; in Pennsylvania the men of peace are changed to men of war; the prairies glisten with the brandished steel, and across the Rockys there sweeps a stern response. Wives hide their fear, and mothers Romans are; the boys grow sudden men and gray age youthful in the country's cause. Every old soldier rallies a company, the companies swell to regiments, the regiments to divisions; the cities are arsenals, the States are camps, the people an army. There's a wall of bayonets along the border, legions swarm around the capital, squadrons are on the rivers, fleets on the sea; and still they come from book, from plow, from loom; and still there sounds from the home of toil and house of prayer, wherever men gather in town, on hill, in valley, the swelling chorus of prophetic triumph: "We are coming Father Abraham, five hundred thousand more."

What need to tell the story of sorrow and of battle that followed, save to recall how, through all the changing fortunes of the strife, President Lincoln was unflinchingly true to the cause. If others doubted, he always was confident; in defeat hopeful, in victory calm. He liberated the slaves, he cared for the wounded, he cheered the afflicted, he mourned for the dead; and when the stormy passions of the conflict provoked to fierce revenge he uttered the words of forgiveness and mercy: "Malice toward none, charity to all." He found the civil service rank

with corruption and treason ; he purified and exalted it ; an empty treasury, and it was filled ; scarcely a ship, and our navy increased till it might have challenged the world's ; a handful of soldiers, and they grew to conquering hosts. When he came to his high office blatant rebellion threatened the very capital ; he lived to see it crushed and prostrate. There were years of hard struggle, but at last our matchless rider swept through the Shenandoah ; invincible legions storming the mountain walls of Georgia marched triumphant to the sea ; blow after blow was struck in Virginia until Richmond was taken and the last strong army of rebellion captured ; and on April 14th, 1865, the fourth anniversary of the day when our flag had been lowered at Sumter, it was raised there by its former heroic defender, the victorious symbol of the issue of the conflict on that spot commenced. That day was one of general rejoicing ; songs and festivities in camp and at home ; bells ringing, banners floating, and garlands gaily hung ; for the war was ended and all its partings over. Sweethearts shall be wives now, and wives and mothers have their loved ones back again ; and everywhere there was a pledge and prayer that our beloved President who had guided us to triumph, might live long years among the people he had served so well. Most joyous day, but with the saddest, saddest morrow, for that very night Lincoln was assassinated, and the country waking to renew its mirth was horror stricken by the tidings of his cruel death. It came to each heart as a personal bereavement. The gay festoonings were changed to sombre draperies : there was sorrow in the household, stillness in the camp and gloom on the street. At every hearth there lay the body of a murdered friend. In the

presence of that awful calamity the strong were as little children. Grief conquered the conquerors. The nation wept.

Again we gathered about old Independence Hall. How changed the scene since first we welcomed him whose form lay shrouded within its sacred walls! The shadow of the grave had fallen there. The nation's cradle was now its martyr's bier. I stood that night where first I had seen him on the bright morning of the past. The flag that rose so buoyantly at his bidding hung drooping from its mast, and those who then with cheers and enthusiasm responded to his fervent utterances now passed in mournful procession by his silent form. I thought of the hopes, the trials, the victories of the war, and of the declaration then made by Abraham Lincoln; how truly kept, but with what awful sacrifice now sealed. The Union was preserved, liberty to all secured, but he who had done so much to preserve that Union and to secure that liberty lay low in death; and in the stillness of the night I seemed again to hear the solemn vow in the cause of freedom which he there had uttered: "I would rather be assassinated on this spot than surrender it. I have said nothing that I am unwilling to live by, and, if it be the pleasure of Almighty God to die by."

We have come together to-day to dedicate a monument to this great, good man; great in his goodness, good in his greatness. An honest man—not merely in the sense of pecuniary correctness—no mean praise now—but honest also in that high integrity which places principle before policy, champions the cause of truth in the face of prejudice, and defends the right for its own sake, unswerved by patronage, unbribed by place. He had the wisdom to

discern, the sincerity to avow his faith, the courage to maintain it. Long ago he declared that this Union could not endure half slave and half free. It seemed like heresy to say so then. We know that it was prophecy now. In this statue behold the record of its fulfilment. Who foretold liberty himself proclaimed it.

He accepted the issue of war; he did not invite it. He fought to preserve the nation, not to aggrandize one section nor humiliate another, and in the hour of triumph remembered that

“A brave man knows no malice, but at once
Forgets in peace the injuries of war,
And gives his direst foe a friend’s embrace.”

He belonged to the order of God’s nobility. Born in a cottage, he rose to the Presidency; but in poverty he never cringed to the great, in power he never forgot the humble. The peer of kings, he was still the companion of the people, his standard of position not being the accident of rank, but the maintenance of virtue. And so it is, that as the princes of the earth expressed sorrow and condolence at his death, we also have come to found a memorial, not reared by Government endowment, but by the voluntary contributions of his fellow-citizens. No stately shaft, written with eulogy, was needed here, but fitly has been chosen the sculptured image of the man himself. May time rest lightly on it, and after we have been gathered to our rest, still may it tell the story of a devoted life, give assurance to the honest young, faith to the lovers of liberty, and example to all rulers. And when the wounds of the discordant past are forgotten in the happiness of long continued amity and love, when prosperity has re-

lieved the country's burdens, and the ripe fruits of our struggle are seen in the strength and unity of the future, may the whole nation ever recall with gratitude the services of Abraham Lincoln, and still renew his noble resolve:

"THAT THE GOVERNMENT OF THE PEOPLE, BY THE
PEOPLE, AND FOR THE PEOPLE, SHALL
NOT PERISH FROM THE EARTH."

The oration was given with most electrical effect. The feeling among the audience was in full sympathy with that of the speaker, and the tears of many a brawny man offered a proud tribute to a grand and noble effort. Gallant soldiers of the armies of Lincoln did not disdain to give their tears to his memory as they had given their swords and their strong right arms during his life.

Upon the conclusion of the address Dr. Stillé said:

You will now have, ladies and gentlemen, an opportunity to see the eminent artist to whom we owe this brilliant representation of our martyr President. I therefore introduce to you Randolph Rogers.

Mr. Rogers came forward and bowed. He was received with applause.

The space in front of the stand was then cleared and the military passed in review before the statue and saluted. The following was the formation of the line:

PLATOON OF POLICE.

GENERAL PREVOST AND STAFF.

First Brigade.

GENERAL BANKSON AND STAFF.

FIRST CITY TROOP,
CAPTAIN FAIRMAN ROGERS.

KEYSTONE BATTERY,
CAPTAIN JOHN V. CREELY.

With Six Pieces of Artillery.

WASHINGTON GRAYS,
CAPTAIN WILLIAM C. WARD.

WECCACOE LEGION,
IN CHARGE OF AN ORDERLY SERGEANT.

Second Regiment Band.

SECOND REGIMENT (NATIONAL GUARDS),
COLONEL HARMANUS NEFF.

COMPANY OF SIXTH NEW JERSEY REGIMENT,
OF CAMDEN.

Second Brigade.

GENERAL HOFFMAN AND STAFF.

First Regiment Band.

FIRST REGIMENT,
COLONEL J. W. LATTA.

Fourth Regiment Band.

PHILADELPHIA FIRE ZOUAVES,

CAPTAIN KRETCHMAR.

DETACHMENT OF SIXTH REGIMENT.

Fourth Brigade.

GENERAL WILLIAM B. THOMAS AND STAFF.

Sixth Regiment Band.

EIGHTH REGIMENT ("OURS")

COLONEL ROBERT GRAY.

DETACHMENT OF THE NATIONAL GRAYS.

Fifth Brigade.

GENERAL WAGNER AND STAFF.

Delmonico Cornet Band, with full Drum Corps.

ELEVENTH REGIMENT (COLORED),

COLONEL GEORGE E. WAGNER.

THIRTEENTH REGIMENT (COLORED),

COLONEL JOSEPH R. C. WARD.

*With Full Drum Corps.**Excelsior Cornet Band.*

TWELFTH REGIMENT (COLORED),

COLONEL LEWIS L. FRENCH.

After the military had passed in review they marched out of the Park, and the immense crowds melted away. Many lingered to gaze on the magnificent statue. The Park continued crowded until long after dark; and those who witnessed the ceremonies felt that it was one of the grandest affairs of the kind which had ever occurred in the city.

Among the most noteworthy incidents of the occasion was the presence of the Soldiers' Orphans from the Northern Home. They were all neatly attired in their gray cadet uniform, and carried a beautifully executed blue silk banner, with the inscription:

"SOLDIERS' ORPHANS FROM THE NORTHERN HOME."

"WE REPRESENT EIGHTY REGIMENTS."

They were accompanied by Baird's new Cornet Band, who played the national airs. The distinction of the guard of honor was assigned to them.

(Philadelphia Journals, September 23, 1871.)

APPENDIX No. 3.

Territory acquired within the Park Limits.

	ACRES.
Old Park, Lemon Hill and Sedgely, purchased by Councils,	140
Lansdowne Estate, purchased by Councils,	150
George's Estate, presented by Jesse and Rebecca George,	83
River,	350
Territory paid for from Park Loan, prior to 1871,	1,124.6
Territory, exclusive of Wissahickon, paid for from Park Loan during 1871,	83.4
Total Park area, except Wissahickon, for which settlement has been made,	1,931.0
Wissahickon Territory, paid for from Park Loan during 1871,	37.1
Purchased outside of Park limits,	75.1
Area held by Water Department, Philadelphia and Reading Railroad, and Schuylkill Navigation Company,	132.5
Total area within Park limits, as fixed by Act of Legislature, exclusive of Wissahickon and Roberts' Hollow,	2,240.0

Trees and Shrubs Planted during the Year.

Deciduous trees,	1,774
do shrubs,	887
do hedge plants,	2,024
Evergreen trees,	1,040
do hedge plants,	3,876

Stock now in Nurseries.

Deciduous trees,	13,318
do shrubs,	4,350
Evergreens,	16,772
Vines,	2,700
Herbaceous plants,	250
Plants in greenhouses,	17,358
Box edging (yards),	1,050
	(85)

Length of Walks Constructed.

PARKS.	GRADED, DRAINED AND SURFACED.						GRADED AND PARTLY DRAINED, BUT NOT SURFACED.						WALKS IN PROCESS OF CONSTRUCTION.						
	Feet.	Feet.	Feet.	Feet.	Feet.	Miles.	Feet.	Feet.	Feet.	Feet.	Feet.	Miles.	Feet.	Feet.	Feet.	Feet.	Feet.		
Old and East Parks, during 1871, - - -	- - -	- - -	580	- - -	- - -	730	.11	- -	2,200	7,600	1,700	15,650	15,400	7,500	- -	2.70	780	1,100	
West Park, during 1871, - - -	- - -	- - -	3,650	5,600	- -	- -	1.75	- -	- -	- -	- -	13,714	- -	1,380	- -	- -	2.86	621	3,300
Old, East, and West Parks. Total now existing, - - -	450	4,290	5,681	8,109	193	730	3.68	4,700	2,200	7,600	13,850	15,650	33,909	7,500	1,350	16.43	2,201	4,400	

Total length of walks of all kinds now existing, 20.43 miles.

Length of Drives Constructed.

PARKS.	GRADED, DRAINED AND METALLED.				Summer drives.				Ash drives.				Old roads and lanes.				Drives in process of construction.				Bridle paths.			
	Feet.	Feet.	Feet.	Miles.	Total.	Feet.	Feet.	Miles.	Total.	Feet.	Feet.	Miles.	Total.	Feet.	Feet.	Miles.	Total.	Feet.	Feet.	Miles.	Total.			
Old and East Parks, during 1871, - - -	- - -	1,650	1,995	- - -	- - -	.69	- - -	-	22,060	- - -	-	-	5,680	-	-	-	5,25	-	-	3.05				
West Park, during 1871, - - -	6,100	- - -	4,950	950	- - -	-	-	2.27	4,880	10,250	- - -	-	-	-	-	-	-	-	-	2.29	6.74			
Wissahickon Park, during 1871, - - -	- - -	- - -	- - -	-	- - -	-	-	3,400	.64															
Old, East, West, and Wissahickon Parks. Total now existing, - - -	6,100	2,150	17,973	3,450	32,220	11.72	10,730	43,410	44,040	5,680	19,67	10.10												

Total length of all kinds of carriage roads, 31.39 miles.

Total length of all kinds of bridle paths, 10.10 miles.

Length of Drains Constructed.

PARKS.	VITRIFIED PIPE.						TILE.								
	15 inch.	12 inch.	10 inch.	8 inch.	6 inch.	4 inch.	3 inch.	6 inch.	5 inch.	4 inch.	3 inch.	2½ inch.	1½ inch.	Total.	Miles.
Feet.	Feet.	Feet.	Feet.	Feet.	Feet.	Feet.	Feet.	Feet.	Feet.	Feet.	Feet.	Feet.	Feet.	Feet.	Miles.
Old and East Parks, during 1871, - - -	400	3,480	580	1,350	120	69	- -	1,14	125	210	- -	- -	100	- -	.08
West Park, during 1871, - - -	166	967	837	2,910	231	710	- -	1.10	- -	- -	374	105	1,601	15,977	3.42
Wissahickon Park, during 1871, - - -	- -	- -	81	- -	- -	- -	- -	- -	.01						
Old, East, West, and Wissahickon Parks. Total now existing, - - -	1,326	9,525	4,677	15,877	6,416	1,623	800	7.63	2,825	1,370	554	256	17,502	79,450	19.31

Total length of pipe and tile drains, 26.94 miles.

Length of Drains Constructed.

PARKS.	CULVERT AND SEWER.						Slit basins.
	Feet.	Feet.	Feet.	Feet.	Feet.	Miles.	
Old and East Parks, during 1871, - - -	- - -	- - -	70	92	662	115	587
West Park, during 1871, - - -	- - -	- - -	80	- -	- -	301	282
Wissahickon Park, during 1871, - - -	- - -	- - -	- -	- -	- -	- -	760
Old, East, West, and Wissahickon Parks. Total now existing, - - -	82	1,020	1,172	1,152	78	662	5,081
							6,57
							4,126
							83
							3,810
							3.38
							13.27
							676
							125
							.64
							132
							3.48
							.14

Total length of sewer and culvert drains, 3.38 miles.

Areas of Operation.

Material Handled.

EXCAVATION.		Top soil.		Earth.		River slate.		Gravel.		Stone masonry.		Brick masonry.		Cinder for metalling		Stone for metalling		Brick.		Cement.		Lime.		Number purchased for construction.		Lumber from old buildings, for construction.		Nails and splines.		Grass seed.	
PARKS.		Cubic yds.	Cubic yds.	Cubic yds.	Cubic yds.	Cubic yds.	Cubic yds.	Cubic yds.	Cubic yds.	Cubic yds.	Cubic yds.	Cubic yds.	Cubic yds.	Cubic yds.	Cubic yds.	Cubic yds.	Cubic yds.	Cubic yds.	Cubic yds.	Cubic yds.	Cubic yds.										
Old and East Parks,	4,956	485,342	17,300	30,995	9,481	7,976	1,581	206	675	449	101	80	406																		
West Park, - - -	3,500	38,700	10	- -	5,739	3,657	245	326	500	375	5,577	8,155	637																		
Wissahickon Park, -	- -	503	25	- -	- -	521	995	- -	- -	- -	-	1,643	477																		
Total in 1871, - - -	8,456	124,545	17,335	30,995	15,280	12,154	2,821	532	1,175	824	7,321	8,712	1,043	626,515	383	3,300	472,475	150,000	13,246	407											

* One of the items that make up this quantity has been estimated, not measured.

Water Supply and Distribution.

PARKS.	PIPE LAID.						Stop cocks.	Water cart stations.	Horse watering basins.	Drinking fountains.	Spring basins.	Pumps.	
	6 inch clay pipe.	6 inch iron pipe.	4 inch iron pipe.	3 inch iron pipe.	2 inch iron pipe.	1½ inch block iron pipe.							
Old and East Parks, during 1871, - - -	- - -	50	- -	- -	- -	200	0.05	- -	- -	4	1	1	11
West Park, during 1871, - - -	- - -	1,799	6,501	1,071	356	- -	1.84	11	11	11	- -	- -	2
Old, East, and West, Parks, Total now existing, - - -	300	1,889	6,501	1,071	501	200	1.98	14	15	23	8	2	40

Miscellaneous Constructions.

PARKS.	FENCES ERECTED.						MISCELLANEOUS STRUCTURES ERECTED.								
	Rail fence.	Rail guard.	Wire cable fence.	Picket fence.	Fusile railing.	Total length.	Bushie hedges.	Stone steps.	Rustic steps.	Iron seats.	Sigas.	Curb set.			
Old and East Parks, during 1871, - - -	200	- -	- -	11,730	300	1,337	2.69	2	10	6	- -	273	43	- -	25
West Park, during 1871, - - -	400	210	- -	8,823	730	270	1.98	7	10	4	109	174	52	1,560	10
Wissahickon Park, during 1871, - - -	- -	- -	390	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	265	
Old, East, West, and Wissahickon Parks. Total now existing, - - - - -	23,480	760	22,637	3,295	1,772	15.78	34	70	227	1,029	169	3,067	35	BUILDINGS demolished.	

*Statement showing the amount of force employed on Fairmount Park during the year 1871.
Paid out of Park Loan.*

MONTHS. 1874.	Supervisors.	Mechanist and helpers.	Carpenters and helpers.	Blacksmiths and helpers.	Masons and helpers.	Enginemen on dredger and crew.	Pavers, helper and rammer.	Foremen of laborers.	Chief gardener.	Assistant foremen.	Ox teamsters, sub-horsemen, & greenhouse attendants.	Assists, gardeners, sub-horsemen, & greenhouse attendants.	Ox teamsters, and stable boys.	Quarrymen.	1 horse teams.	2 horse teams.	3 horse teams.	Forcemen detailed for the protection of work in progress.	
	January, - - -	1	1	7	3	1	3	- - -	4	3	- -	1	1	1	2	117	- -	17	3
	February, - - -	1	1	11	3	1	3	- - -	4	3	1	1	1	2	86	- -	7	4	
	March, - - -	1	1	17	3	1	3	3	10	4	1	1	1	2	323	- -	56	9	
	April, - - -	1	2	26	3	2	3	3	12	17	1	2	2	2	596	- -	100	24	
	May, - - -	1	2	35	4	2	3	3	- - -	12	16	1	2	2	437	- -	101	21	
	June, - - -	2	2	40	3	2	3	1	- - -	12	12	1	1	2	387	- -	76	13	
	July, - - -	2	2	45	3	2	3	1	- - -	17	14	1	1	1	383	1	89	16	
	August, - - -	2	2	51	3	4	3	1	- - -	16	12	1	2	2	438	7	110	15	
	September, - - -	2	2	60	3	3	3	- - -	- - -	15	9	1	3	- -	366	18	65	14	
	October, - - -	2	2	48	3	4	3	- - -	- - -	16	12	1	3	- -	343	24	73	5	
	November, - - -	2	2	33	4	2	3	- - -	- - -	12	6	1	2	- -	209	19	46	3	
	December, - - -	2	2	26	5	2	3	- - -	- - -	10	8	1	2	- -	206	36	49	3	
																		25	

During the year 1871 there were 283 full working days, 24 days entirely or partially interrupted by the weather, and 5 holidays.

Statement showing the number of days' work performed by the force employed on Fairmount Park during the year 1871. Paid out of Park Loan.

MONTHS.	1871.	Supervisors.	Machinists and helpers.	Carpenters and helpers.	Massons and helpers.	Engineer on dredger and crew.	Enginner on dredger and crew.	Enginner on dredger and crew.	Pavre, helper and rammer.	Chief gurdenner.	Assistant foremen.	Foremen of laborers.	Assistant foremen.	Ox teams, sub-gurdeners, & gurden house attendants.	Repepers.	Laborers.	Quarymen.	2 horse teams.	3 horse teams.	Free detailed for the protection of work in progress.			
January, - - -	30	88½	50	51½	62	-	-	-	-	18	-	-	52	-	1,640½	-	-	208	9½	18½	18½	18½	
February, - - -	30	4½	205	45	1	62	-	-	-	80½	60¾	12	16½	-	-	32	646	-	-	36¾	36¾	21½	21½
March, - - -	30	6½	318½	54	11½	75	66	15	22½	60¼	30	4	-	-	60	4,044½	-	-	1,441	1,441	21½	21½	
April, - - -	30	38½	449	45	23½	19½	74¾	337½	311	30	42½	-	-	57½	9,828½	-	-	1,139½	1,139½	29½	29½		
May, - - -	26	5½	576	63½	31	63	64	-	-	312	326¾	30	48½	-	-	60	8,566½	-	-	1,475½	1,475½	25½	25½
June, - - -	46	-	789	7½	45½	45½	25	-	-	330	280	30	22½	-	-	58	7,615½	-	-	1,475½	1,475½	15½	15½
July, - - -	60	51½	93½	69½	23½	66	23	-	-	364	211½	30	22½	87½	59½	7,426½	9	1,706½	1,706½	18½	18½		
August, - - -	60	4½	1,117½	77½	64½	57½	12	-	-	396	331½	30	79½	-	-	74	9,956½	129	2,025	17½	17½	4½	4½
September, - -	42	41½	1,333½	72½	89	78	-	-	-	333½	248½	30	76½	-	-	82	7,942	199½	1,459½	1,459½	1,459½	15½	15½
October, - - -	43	43½	946½	7½	52½	71½	-	-	-	33½	205	30	60½	-	-	70½	5,702½	309	1,122½	1,122½	53½	53½	
November, - - -	60	29½	860½	70½	33½	57½	-	-	-	272½	119½	30	50½	-	-	57	3,780½	130	556½	309½	309½	20½	20½
December, - - -	60	42	527½	51½	32½	42	-	-	-	225½	133½	30	46	-	-	49	2,444½	623½	570½	20½	20½	-	-

*Statement showing the amount of force employed during the year 1871, at Fairmount Park.
Paid out of Maintenance Appropriation and Park Fund.*

MONTHS. 1871.	Foreman of maintenance.	Superintendent at Wissahickon.		Ladies' attendants, and jantrress.		Carpenters.		Masons.		Blacksmiths and mechanics.		Farmers of laborers and water carts.		Gardeners.		Assistants and sub-gardners.		Quarrymen.		1 horse teams.		2 horse teams.		Captains and sergeants of Park Guard.		Park guards.		Park keepers.				
		Wissahickon.	Ladies' attendants, and jantrress.	Carpenters.	Masons.	Blacksmiths and mechanics.	Farmers of laborers and water carts.	Gardeners.	Assistants and sub-gardners.	Quarrymen.	1 horse teams.	2 horse teams.	Captains and sergeants of Park Guard.	Park guards.	Park keepers.	Wissahickon.	Ladies' attendants, and jantrress.	Carpenters.	Masons.	Blacksmiths and mechanics.	Farmers of laborers and water carts.	Gardeners.	Assistants and sub-gardners.	Quarrymen.	1 horse teams.	2 horse teams.	Captains and sergeants of Park Guard.	Park guards.	Park keepers.			
January, - - -	- - -	1	- - -	1	1	- - -	1	6	- - -	1	- - -	1	4	20	14	14	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	14	20	14	14	
February, - - -	- - -	1	- - -	1	1	- - -	1	6	- - -	1	- - -	1	4	20	14	14	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	14	20	14	14	
March, - - -	- - -	1	- - -	2	1	- - -	1	14	- - -	2	- - -	2	4	20	14	14	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	14	20	14	14	
April, - - -	- - -	1	1	4	3	1	2	1	57	- - -	8	6	5	23	33	33	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	5	37	33	33	
May, - - -	- - -	1	1	4	6	1	1	1	70	1	17	7	5	37	33	33	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	5	35	41	41	
June, - - -	- - -	1	1	4	6	1	1	2	71	1	20	14	5	35	41	41	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	5	35	41	41	
July, - - -	- - -	1	1	4	3	1	2	1	1	5	42	- - -	9	14	5	35	41	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	5	35	41	41
August, - - -	- - -	1	1	5	2	1	2	1	1	19	- - -	7	14	5	35	33	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	5	35	33	33	
September, - -	- -	1	1	5	2	1	2	1	1	2	3	- - -	5	14	5	35	43	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	5	35	43	43
October, - - -	- - -	1	- -	5	- -	- -	- -	- -	1	2	7	- - -	4	11	5	35	37	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	5	35	37	37
November, - - -	- - -	1	- -	1	- -	- -	- -	- -	- -	- -	- -	- - -	- -	- -	- -	- -	- -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	16	35	16	16
December, - - -	- - -	1	- -	1	- -	- -	- -	- -	- -	- -	- -	- - -	- -	- -	- -	- -	- -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	3	17	7	7

During the year there were 283 full working days, 24 days partially or entirely interrupted by the weather, and 5 holidays.

Statement showing the number of days work performed by the force employed at Fairmount Park during the year 1871. Paid out of Maintenance Appropriation and Park Fund.

MONTHS. 1871.	Foreman of maintenance.	Superintendent at Wissahickon.		Ladies' attendants, and janitress.		Carpenters.		Blacksmiths and mechanics.		Forermen of laborers and water carts.		Gardeners.		Assistants and sub-gardeners.		Laborers.		Quartermen.		2 horse teams.		Captain and sergeants of Park guard.		Park guards.		Park keepers.			
		1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.
January, - - -	- - -	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.
February, - - -	- - -	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.
March, - - -	- - -	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.
April, - - -	- - -	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.
May, - - -	- - -	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.
June, - - -	- - -	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.
July, - - -	- - -	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.
August, - - -	- - -	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.
September, - -	- -	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.
October, - - -	- - -	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.
November, - -	- -	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.
December, - -	- -	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.	1 mo.

*Statement of the number of Engineers, Clerks and others employed on the Park, and at the office
of the Chief Engineer, for each month of the year 1871.*

MONTHS. 1871.	Assistant Engineers.	Sub-Assistant Engineers.	Enginemeers.	Chammen, Axe-men, and Enginemeers.	Drawghestmen.	Employees in the Bureau of Supplies.	Clerks.	Messenger and Jannitress.
January, - - - - -	3	5	7	11	3	3	4	2
February, - - - - -	3	5	7	10	1	3	4	2
March, - - - - -	3	5	7	11	2	3	4	2
April, - - - - -	3	5	6	10	2	3	4	2
May, - - - - -	3	5	6	10	2	3	3	2
June, - - - - -	3	4	6	8	2	3	3	2
July, - - - - -	3	4	5	8	2	2	4	2
August, - - - - -	3	4	5	6	2	2	4	2
September, - - - - -	3	4	5	6	2	5	4	2
October, - - - - -	3	4	4	6	2	5	4	2
November, - - - - -	3	4	3	6	2	6	4	2
December, - - - - -	3	4	3	6	1	5	4	2

APPENDIX No. 4.

RECEIPTS AND EXPENDITURES.

RECEIPTS—1871.

1. Rents,	\$4,300 00
License fees,	780 00
Sale of old materials, grass, &c.,	3,039 32
Insurance premium returned,	60 00
<hr/>	
Paid to the City Treasurer to be credited to the "Fund for Park purposes,"	\$8,179 32
<hr/>	
2. Sale of old buildings—paid to the City Treasurer, to be credited to the Sinking Fund, for the redemption of the Park Loan,	3,791 80
<hr/>	
Total receipts,	\$11,971 12

EXPENDITURES.

LAND PURCHASES AND DAMAGES.

1871, Jan. 1. Balance of appropriation of July 13th, 1870,	\$1,165,808 35
Amount transferred to Item 2 (permanent improvements) of the appropriation of July 13th, 1870, by resolution of Coun- cils, approved March 22d, 1871, . . .	200,000 00
Balance,	\$965,808 35

Expenditures.

LAND PURCHASES.

Purchase money paid for land,	\$219,466 93
Interest paid under the decision of the Supreme Court,	30,779 51
Recording decrees of court; Sur- veys, and descriptions of property,	2,084 96
Paving streets and footways in front of property of the City, beyond the Park limits,	3,018 53
	—————\$255,349 93

LAND DAMAGES.

Amount paid for awards of juries,	\$273,630 00
Interest paid under the decision of the Supreme Court,	72 00
Recording deeds, decrees and jury fees,	1,767 50
	————— 275,469 50
Total expenditure for land purchases and damages, . . .	530,819 43
Balance, December 31st, 1871,	\$434,988 92

PERMANENT IMPROVEMENTS.

1871, February 1st. Balance,	\$362,053 19
Amount transferred to this Item from Item 1, of the ap- propriation of July 13th, 1870, by resolution of Coun- cils, approved March 22d, 1871,	200,000 00
"Item 2. For laying out and construction of said Park for public use, and the permanent care thereof," . .	\$562,053 19

Expenditures.

Buildings—New,	\$27,894 97
Removing,	2,242 90
Repairing,	32,804 03
Bridle paths,	894 28
Dredging,	10,615 08
Drainage—Culvert, . . .	\$14,196 06
Tile,	10,363 54
	—————
	24,559 60
Drives,	216,280 87

ENGINEERING—

Surveys,	\$8,917 15
Construction,	7,652 91
General Expenses for En- gineering and Surveys,	5,494 98

—————

22,065 04

Hedges, 5,367 49

Insurance (on buildings in the Park), . . 1,788 00

Improvement of Grounds—

"Flat Iron"—Old Park, 14,576 68

"Belmont"—West Park, 88 42

Lawns, 8,070 03

Lakes and Ornamental Waters, 1,020 20

Live Stock—Cost and Maintenance, 5,251 74

Machinery—Cost and Repairs, 20,153 95

Miscellaneous, 12,375 94

Amount carried forward, \$406,049 22 \$562,053 19

Amount brought forward,		\$406,049 22	\$562,053 19
Nurseries, . . . . .	.	5,142 61	
Office Expenses—Park Office, . . . . .	.	8,834 28	
Propagating Houses, . . . . .	.	8,926 00	
Park Settees, . . . . .	.	3,210 50	
Planting and Seeding, . . . . .	.	18,992 30	
Roads (Unballasted,) Repairs of, (Ballasted,) " "	.	6,599 70 10,454 11	
Rustic Work, . . . . .	.	950 73	
Salaries—Chief Engineer, Gardener, Super- visors, &c., . . . . .	.	9,063 27	
Tools and Implements—Cost and repairs,		17,957 47	
Trees and Shrubs, . . . . .	.	870 43	
Walls and Fences, . . . . .	.	3,745 59	
Walks,	\$10,807 32		
Concrete,	22,051 92		
	—————	32,859 24	
Wharves and Landings,		3,943 81	
Water Supply,		10,219 22	
	—————	547,818 48	
Balance,		\$14,234 71	
The bills for Materials and Labor for the month of Decem- ber, 1870, were paid in January, 1871, amounting to . . .		47,209 01	
Shows the balance on December 31st, 1870,		\$61,443 72	

APPROPRIATION FOR 1871.

SALARY OF SOLICITOR.

For the salary of Solicitor, by Ordinance approved December 29th, 1870, Item 1, \$2,500 00

Expenditures.

Salary of Solicitor, 2,500 00

FOR KEEPING PARK IN REPAIR, &c.

"For keeping said Park in repair and good order, and for current expenses of the Park Commission," by Ordinance approved December 29th, 1870, Item 2, \$80,000 00
Amount transferred to this Item from Item 18, in the appropriation to the Department of Markets and City Property, by Ordinance approved December 23d, 1871, 868 00

Total appropriations, \$80,868 00

Expenditures.

Buildings, repairing, \$620 30

Drives, care of, 1,250 48

Insurance (on buildings within the Park), . . . 1,489 00

Lawns—Cleaning, \$2,444 41

Mowing, 554 28

2,998 69

Live stock, cost and maintenance, 306 81

Miscellaneous, 1,981 52

Office Expenses, (Office of Commission)—

Advertising, \$187 43

Furniture, 1,078 29

Incidentals, 349 06

Printing, &c. (Annual Report,
&c.), 3,390 64

Rent, 701 66

Amounts carried forward, . . . \$5,657 08 \$8,646 80 \$80,868 00

Amounts brought forward,	. . . . .	\$5,657 08	\$8,646 80	\$80,863 00
Stationery,		206 47		
Salaries—Secretary, Clerk, Mes-				
senger, &c.,		3,961 89		
		—————	9,825 44	
Police—Salaries,		\$40,668 73		
Equipments,		1,378 89		
Incidentals,		1,149 23		
		—————	43,196 84	
Repairs, Drives, Gutters, &c.,		8,518 17		
Salaries, Chief Engineer, proportion of salary,				
Additional Counsel, &c.,		3,399 98		
Trees and Shrubs,		507 75		
Watering Drives,		4,541 37		
Walks, Repairing and Cleaning,		745 45		
Water Supply,		783 32		
		—————	80,165 12	
Balance merging,			\$702 88	
		—————		

FUND FOR PARK PURPOSES.

1871, January 1st, Balance,	. . . . .	\$18 49
Appropriation of the Park Fund of 1870, "for the improvement of ball grounds, watering drives, for music or afternoon concerts in the Park, and other Park purposes," by Ordinance approved April 12th, 1871,		11,057 10
		—————
		\$11,070 59

Expenditures.

Improvement of children's play ground,		\$69 00
Music. Concerts in Park,		4,340 00
Miscellaneous,		546 00
Watering Drives,		6,056 75
		—————
Balance,		11,011 75
		—————
		\$58 84
		—————

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